



State of New Hampshire, Office of Highway Safety
ANNUAL GRANT APPLICATION
FFY 2026

Contents

AGA Planning Process	7
Annual Grant Application - Processes and Data	7
Highway Safety Planning Process	7
Data Sources	9
Problem Identification Process	12
Fatal Crash Data	14
Serious Injury	15
Alcohol-Impaired Victim Fatalities	16
Speed-Related Fatalities	17
Unrestrained Fatalities	18
Unrestrained Fatalities by Age	19
Unrestrained Fatal Crash by County	20
Fatal Crash Resulting Fatalities by County	21
Fatal Crash Resulting Fatalities by Age Group	22
Motorcycle Fatalities	23
Unhelmeted Motorcycle Fatalities	24
Young Driver Involved Fatalities	25
Pedestrian Fatalities	26
Bicyclist Fatalities	27
2023 Non-Fatal Crash Data	28
Highway Safety Partners and Stakeholders	32
Public Participation and Engagement Plan	34
Section 402 Grants (23 CFR 1300)	38
Countermeasure Strategies & Planned Activities	40
Distracted Driving (DD) - 405 E Grant Application Information	64
Program Area: Impaired Driving - Drug & Alcohol (ID)	64
Traffic Safety Problem Identification	71
Countermeasure Strategies & Planned Activities	72
Program Area: Motorcycle Safety (MC)	121
Traffic Safety Problem Identification	121
Countermeasure Strategies & Planned Activities	124
Program Area: Pedestrian & Bicyclist (PB)	132

Traffic Safety Problem Identification	132
Program Area: Occupant Protection – Adult & Passenger Safety (OP)	157
Traffic Safety Problem Identification	157
Statewide Estimate of Seat Belt Usage	159
Countermeasure Strategies & Planned Activities	162
Program Area: Police Traffic Services (PTS)	185
Traffic Safety Problem Identification	185
Countermeasure Strategies & Planned Activities	188
Program Area: Teen Traffic Safety Program (TD)	206
Traffic Safety Problem Identification	206
Countermeasure Strategies & Planned Activities	206
Program Area: Community Traffic Safety Program	220
Traffic Safety Problem Identification	220
Countermeasure Strategies & Planned Activities	220
Program Area: Traffic Records (TR)	234
Traffic Safety Problem Identification	234
Countermeasure Strategies & Planned Activities	236
Program Area: Police Emergency Medical Services/Equipment (EMS)	262
Traffic Safety Problem Identification	262
Countermeasure Strategies & Planned Activities	263
Program Area: Preventing Roadside Deaths (PRD)	279
Traffic Safety Problem Identification	279
Countermeasure Strategies & Planned Activities	Error!
Bookmark not defined.	
Countermeasure Strategies & Planned Activities	284
Evidence-Based Traffic Safety Enforcement Program (TSEP)	295
Crash Analysis	295
Deployment of Resources	298
Effectiveness Monitoring	300
High Visibility Enforcement (HVE) Strategies	301
Targets and Goals:	301
Acknowledgments & Resources Consulted	302
CPS FFY 2026	303
FFY2026 State Traffic Safety Information Systems	304
FFY 2026 Motorcycle Rider Training Program	306



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner

Eddie Edwards, Assistant
Commissioner

Steven R. Lavoie, Assistant
Commissioner

Office of Highway Safety

John A. Clegg, Program Manager



May 13, 2025

Commissioner Robert Quinn, Governor's Representative for the New Hampshire Department of Safety (DOS), is pleased to present the FFY 2026 New Hampshire Annual Grant Application (AGA). This comprehensive plan outlines our strategy to enhance motorist safety and significantly reduce traffic-related fatalities and injuries on New Hampshire's roadways. Our core mission at the New Hampshire Office of Highway Safety (NH OHS) is to prevent crashes and minimize serious injuries and fatalities through targeted enforcement, education, outreach, messaging, training, and strategic deployment of equipment and technology.

Understanding the Challenge:

New Hampshire experienced an increase of 6% in traffic fatalities from 127 to 135 from 2023 to 2024. Alcohol impairment, speeding, and distracted driving remain the primary contributors to crashes across the state. Recent New Hampshire Fatality Analysis Reporting System (FARS) data from 2023 highlights the severity of these issues:

Impaired Driving: Alcohol and/or drug-related crashes accounted for 82 fatal crashes, representing 68.9% of all fatal crashes and claiming 88 victims (69.3% of the total 127 fatalities). Furthermore, drug tests were positive for 75 operators involved in fatal motor vehicle crashes, a 5.6% increase from 2022.

Seatbelt Non-Use: In 2023, 45 victims were not wearing seatbelts, accounting for 64.3% of the 70 motor vehicle occupants killed. The NH OHS continues to vigorously promote seatbelt use for all occupants and helmet use for motorcyclists. Our educational, enforcement, and media initiatives are continuously at the forefront of these life-saving efforts.

Data-Driven Solutions and Ongoing Initiatives

Our approach to highway safety is continuously refined by evidence-based data, which drives the identification of critical issues and the development of effective programs. A significant advancement in 2025 has been the increased electronic submission of crash reports to the Department of Motor Vehicles. This is largely due to the collaborative efforts of NH OHS, New Hampshire State Police J-One, and our law enforcement partners participating in the NH eCrash program. Currently, 158 law enforcement agencies are electronically submitting crash reports to the DMV VISION system using the MMUCC 5 report. Additionally, the NH OHS Traffic Records Coordinating Committee (TRCC) and other highway safety partners are actively working on implementing the MMUCC 6 crash report criteria to ensure comprehensive data capture, accurately identifying crash causation and location.

In FFY 2025, the NH OHS is conducting approximately 22 high-visibility statewide DUI enforcement

and high-crash corridor saturation efforts with law enforcement partners across New Hampshire. These initiatives will continue in FFY 2026, and we will extend invitations to our bordering states—Maine, Vermont, and Massachusetts—to participate, amplifying law enforcement visibility in shared high-crash corridors.

Forward-Looking Strategies for FFY 2026

For FFY 2026, the NH OHS will continue to address the critical highway safety concerns of impairment, distraction, speeding, seatbelt non-use, and wrong-way driving. We will implement countermeasure-related projects funded through NHTSA programs, focusing on education, training, outreach, messaging, enforcement, and technology to modify negative driving behaviors.

Furthermore, the NH OHS will continue its vital Community Outreach & Betterment (COB) project, collaborating with law enforcement and other highway safety partners to deliver presentations in communities to increase awareness of highway safety concerns. This initiative empowers residents to actively participate in improving highway safety within their communities and throughout New Hampshire. The COB project has already reached hundreds of individuals who might not otherwise have received crucial highway safety information. We plan to expand these community-based outreach efforts to include businesses in FFY 2026 and FFY 2027.

Since 2020, the NH OHS has observed a positive trend of increasing law enforcement participation in highway safety grants. We are optimistic that this enhanced engagement will allow us to further increase law enforcement presence, visibility, and activity on New Hampshire roads, ultimately changing negative driving behaviors, reducing crashes, and saving lives.

The NH OHS is incredibly fortunate to have a dedicated team and passionate partners committed to highway safety and saving lives. This collective passion and teamwork position us to surpass our goals and achieve our mission in FFY 2026. The NH OHS and our partners must continue to innovate and collaborate to enhance safety on New Hampshire roads. The FFY 2026 AGA was developed to support our partners, providing essential funding for enforcement efforts, highway safety education, media messaging, and outreach to empower the public and save lives.

We extend our sincere gratitude to all our highway safety partners for their unwavering commitment to saving lives each year. We recognize that no single agency, organization, or office can achieve this vital mission alone.

Sincerely,

John

John A. Clegg Program Manager
NH Office of Highway Safety

Office: 33 Hazen Drive Room 208,
Concord, N.H. Mailing Address: 33
Hazen Drive, Concord, N.H. 03305
603-271-2131, 1-800-852-3792

State of New Hampshire TDD Access: Relay 1-800-735-2964



This document is the proposed FFY 2026 Annual Grant Application for the State of New Hampshire, Office of Highway Safety. It was submitted by Program Manager John Clegg on August 1, 2025, to NHTSASategrantapplications@dot.gov.

New Hampshire Office of Highway Safety

Department of Safety
33 Hazen Drive, Room 208
Concord, N.H. 03305

Phone. (603) 271-2131

Email. HwySafetyMail@dos.nh.gov



highwaysafety.dos.nh.gov

AGA Planning Process

Annual Grant Application - Processes and Data

Highway Safety Planning Process

The New Hampshire Office of Highway Safety (NH OHS) conducts a detailed highway safety planning process before constructing the New Hampshire OHS annual grant application (AGA) each year to address highway safety concerns. This planning process begins with a review of New Hampshire's most recent crash data analysis to establish a comprehensive understanding of highway safety problem identification and or other highway safety areas of concern. Once highway safety data and other sources are thoroughly reviewed, highways safety programs are then planned for in the AGA that contain the highway safety program area (impaired driving, distracted driving, occupant protection, etc.), the countermeasure strategy to address a highway safety issue (enforcement, education, outreach, messaging, training, etc.), the planned activity (the grantee(s) that will conduct the activity and a detailed narrative that will explain the type of activity that will be conducted, etc.), and the funding information (the type of funding source used and the amount of funds used to support the activity, etc.). Once the AGA document is completed, it is then submitted to the National Highway Traffic Safety Administration (NHTSA) by August 1st for approval. Once approved by NHTSA, projects may begin to be conducted by highway safety partners (grantees) potentially starting at the beginning of the federal fiscal year, October 1st through September 30th.

The NH OHS strives to continue to improve our process and enhance our grant programs. We are fortunate to have passionate and committed highway safety partners conducting our grant programs to help improve highway safety in FFY 2026. An example of grant programs that can have an immediate effect in changing negative driving behavior is the enforcement efforts conducted by our valued NH law enforcement partners who participate in the NH OHS statewide DUI saturation enforcement and high crash corridor enforcement saturation initiatives. These initiatives provided important high visibility enforcement efforts throughout NH to change negative driving behavior to reduce overall crashes.

The NH OHS will continue to conduct a detailed preliminary review and analysis of crash data and historical activity when selecting agencies to participate in NH OHS grant programs and traffic enforcement initiatives.

The NH OHS reviews each grant application to document each potential grantee's merit in terms of current activities and past performance, to include the ability to conduct enforcement efforts to change negative driving behavior by stopping, warning, citing, or arresting drivers who violate the law. Other relevant highway safety information is gathered and analyzed to identify behavioral trends.

Non-enforcement grants that may be funded by the NH OHS may include media messaging, education, outreach, etc. Crash, fatality data and other data sources, will be reviewed to identify highway safety problems needing to be improved. Factors to be considered to justify highway safety funding of non-enforcement grants may include, location, gender, age, demographics, causation, etc. Grant applications and proposals submitted in response to requests for proposals (RFP's) are reviewed by the NH OHS to determine if the proposed solution identified in these documents would improve highway safety concerns. If so, a grant agreement (for state agencies or select organizations), a cooperative agreement (for university system partners), or a P-37 (for outside vendors), would be constructed to improve highway safety concerns. In 2025, feedback from the public during public participation and engagement listening sessions will also be used to determine highway safety concerns and the types of grants that may be considered for future funding that may support both enforcement grants and non-enforcement grants in FFY 2026.

Evidence Based Data Sources Used to Determine Funding

NH OHS uses a data driven approach when considering funding for each potential grantee. Applicants must provide information within their application to describe their community's traffic safety problems to include when the problem is taking place (month, day of week, time of day), where (specific streets, neighborhoods, etc.), who (demographics), what (impaired driving, speeding, distraction, red light violations, etc.) and any other relevant information that may be specific to their city or town (officer shortages, vacation destination, colleges, traffic safety challenges, etc.). In addition, the NH OHS has worked with NH DOT to provide other evidence-based data sources that can be used to determine funding potential grantees to include traffic counts, fatal crash mapping, and tier corridors (roadways with highest traffic crashes and traffic activity). Once all information has been gathered and reviewed, the NH OHS staff will conduct meetings to develop a methodology using all information that would provide consistency when funding communities of similar size, crash numbers, etc. A final review of grant applications to determine the appropriate amount of funding allocated to each community will be done to ensure accuracy before a grant is constructed.

There are many data elements that the New Hampshire Office of Highway Safety analyzes to identify highway safety problems. This analysis assists NH OHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data, included but not limited to, is analyzed as part of the planning process to determine highway safety challenges/problems:

1. Fatalities
2. Crashes
3. Serious injury
4. Population
5. Gender
6. Age
7. Demographics
8. Roadway traffic counts
9. Seat belt usage rate
10. High traffic/crash corridors
11. Attitude surveys
12. Causation
13. Roadway design
14. Time
15. Location

Once grants are approved to be conducted, there will be continual monitoring of all projects via the required quarterly reimbursements which include the Patrol Activity Reports for all patrols conducted in that quarter. There will also be on-site visits to grantees to monitor compliance with the requirements of the grant agreement or examine NH OHS funded equipment as well as provide NH OHS guidance or obtain feedback from grantees.

Departments are encouraged to conduct a minimum of three (3) documented stops/contacts per hour unless otherwise occupied with an arrest. To track this, stops per hour are recorded on the Patrol Activity Report. Officers conducting NH OHS funded patrols must calculate their stops per hour for their shift which will allow NH OHS to track the number of stops per hour for NH OHS funded patrols.

The NH OHS provides all NH law enforcement conducting NH OHS enforcement grants with a detailed quarterly summary to help track their enforcement activity progress and grant award funds spent.

Data Sources

Data Sources for Analyzing Highway Safety Problems

The State of New Hampshire has various data sources that contribute to forming problem identification and project and/or program evaluation. The preponderance of data originates from New Hampshire DMV's VISION Crash Records Management System (CRMS), which includes law enforcement (State, Local and County) agency MMUCC 4/5 compliant crash reports or form DSMV-400 for noncommercial vehicles and DSMV- 161 for commercial vehicles. The NH OHS continues to follow a planning process when developing the 2026 Annual Grant Application by gathering data from various sources to determine what highway safety issues are trending (within one-year and five-year periods) within locations of the state (Towns, Cities, Municipalities, Counties, etc.).

List/Table of Information and Data Sources

The following data sources are used to gather important data to analyze as part of the 2026 planning process:

- NHTSA and New Hampshire Department of Safety, Division of Motor Vehicles Fatality Analysis Reporting Systems (FARS) - Fatalities and fatal crashes.
- New Hampshire Department of Safety, Division of Motor Vehicles (DMV) Crash Data System (Vision) - Crash data/serious injury.
- New Hampshire Department of Safety Office of Highway Safety GIS database - Motor vehicle/enforcement data (arrest, citation, warning, stops, etc.)
- New Hampshire Department of Transportation Data Analyst - Crash data/serious injury.

- New Hampshire Department of Safety Emergency Medical Services/Fire Standards - EMS related data.
- New Hampshire Department of Health and Human Services – Crash and related data/Data Portal - <https://wisdom.dhhs.nh.gov/wisdom/topics.html?topic=motor-vehicle-crash-injuries>
- New Hampshire Administrative Office of the Courts – Citation data/impaired recidivism data (drug courts, etc.)
- New Hampshire Department of Transportation - Traffic counts of New Hampshire roads.
- New Hampshire Police Departments - Fatality, serious injury, population, crash, etc.
- New Hampshire Demographics (population structure, gender, age groups, age distribution, urbanization, ethnicity, etc.) - https://www.citypopulation.de/en/usa/admin/NH_new_hampshire/
- New Hampshire Economic Conditions - <https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf>
- FHWA Highway Statistics - Vehicle Miles Traveled (VMT), licensed drivers, and road miles.
- University of New Hampshire - Seat belt use and attitude survey data.
- Injury Prevention Center at Dartmouth - Seat belt, teen driver, child passenger safety data
- USDA Economic Research Service - <https://www.nhes.nh.gov/elmi/products/documents/ec-0622.pdf>

Analyzed Data

To help determine where funding could be most effective, the New Hampshire Office of Highway Safety works collaboratively with our partners (State, County, and Local, etc.) during the planning process to develop appropriate countermeasures and planned activities. This partnership assists NH OHS in determining what evidence-based countermeasure strategies shall be used to address these issues. The following data is analyzed as part of the planning process to determine highway safety challenges/problems:

1. Fatalities
2. Crashes
3. Serious injury
4. Population
5. Gender
6. Age
7. Age distribution
8. Demographics
9. Roadway traffic counts
10. Seat belt usage rate
11. High traffic corridors
12. Attitude surveys
13. Causation

14. Roadway design
15. Time
16. Urbanization
17. Ethnicity
18. Location (geospatial information)
19. Enforcement
20. Judicial
21. Census

The New Hampshire Department of Safety, Office of Highway Safety, the Division of Motor Vehicles, and the New Hampshire Department of Transportation have worked collaboratively to ensure performance targets are identical for fatalities, serious injury, and fatalities per 100 million Vehicle Miles Traveled (VMT) within New Hampshire's Triennial Plan, Annual Grant Application (AGA), the Highway Safety Improvement Plan (HSIP), and the Strategic Highway Safety Plan. The NH OHS has also been working with the Department of Safety Division of Motor Vehicles, State Police, and Local Police Departments to continue to increase the number of local police departments that are submitting crash reports electronically to the Division of Motor Vehicle VISION crash records management system. This will ensure more timely, accurate, and complete crash data in the future to better identify highway safety problems that will provide evidence-based data to support countermeasure strategies. Once all law enforcement agencies are submitting data electronically and in a timely manner, it is a goal of the Office of Highway Safety to have "real time" mapping developed to be able to determine where highway safety problems are occurring within the state to deploy resources to address these issues. Important serious injury and fatality data from 2018 through 2025 was analyzed to identify highway safety problem areas in the development of the FFY 2024 thru FFY 2026 Triennial Plan and FFY 2026 Annual Grant Application.

DATA TYPE	DATA SET	SOURCE/OWNER	YEARS EXAMINED
Fatality & Injury	<ul style="list-style-type: none"> - FARS - NH Crash Data System - NH Trauma & EMS Information System (NH TEMSIS) 	<ul style="list-style-type: none"> - NHTSA - NH Department of Safety Crash Data Unit - NH Emergency Medical System (EMS) 	2019 to 2025
Violations	<ul style="list-style-type: none"> - NH Citation Data 	<ul style="list-style-type: none"> - NH Division of Motor Vehicles - NH Department of Safety - NH Office of Highway Safety 	2019 to 2025
Seat Belt Use	<ul style="list-style-type: none"> - UNH Seat Belt Survey 	<ul style="list-style-type: none"> - University of New Hampshire 	2019 to 2025
Licensed Drivers, Registrations & Vehicle Miles Traveled (VMT)	<ul style="list-style-type: none"> - Highway Statistics 	<ul style="list-style-type: none"> - NH Division of Motor Vehicles - NH Department of Transportation - US Census Bureau 	2019 to 2025
Operating Under the Influence	<ul style="list-style-type: none"> - Crime Statistics 	<ul style="list-style-type: none"> - NH Department of Motor Vehicles 	2019 to 2025

Problem Identification Process

How were NH's traffic safety problems identified?

Problem identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners as well as an ongoing review of the fatality and crash data as it becomes available.

In addition, the NH OHS reviews traffic fatality and crash data provided by the NH Division of Motor Vehicles and the Fatality Analysis Reporting System (FARS) Supervisor.

Additionally, data is often analyzed by the NH OHS that has been provided by the NH Department of Safety, NH Department of Transportation (DOT), Fire Standards and Training/Emergency Medical Services, the Office of State Planning, NHTSA, the Federal Highway Administration (FHWA), NH law enforcement (traffic stops, warnings, summonses, arrests, etc.), annual seatbelt observational survey, behavioral attitude survey, allow for a detailed analysis. Also, analyzed are data sets to include the number of licensed drivers by category, number of motor vehicles and motorcycles registered in the state, population, vehicle miles travelled (VMT), and injury data are all analyzed to understand how highway safety projects can be implemented to ensure highway safety improvements.

The State of New Hampshire, a small state in the Northeast Contiguous United States (New England), is bordered by Canada (N), Maine (E), the Atlantic Ocean (SE), Massachusetts (S) and Vermont (W). From North to South, New Hampshire stretches 159 miles; from East to West, 69 miles. NH has a landmass of 9,304 square miles which results in a population density of 150.69 people per square mile. The State is composed of ten (10) counties that encompass 13 cities, 221 towns, and 22 unincorporated places. In 2025, New Hampshire's population was estimated at 1,405,100 (North American Community Hub Statistics/NACHS). Approximately Sixty-five (65) percent of the population resides in three NH counties. Hillsborough (population 427,215), Rockingham (population 321,745), and Merrimack (population 157,747), all located in the southern half of the State. These three counties cover 2,574 square miles resulting in an average population density of 372 people per square mile-more than double the state average. The Cities of Manchester and Nashua, both located in Hillsborough County, are the State's two most heavily populated cities.

2024 New Hampshire's race and ethnicity distribution population (NACHS) is approximately 91.3 percent White/Caucasian, while the remaining 8.97 percent represents all other populations (Black/African American, Indian, Asian, Hispanic, and all others).

According to the NH Department of Transportation, the New Hampshire public road system consists of 16,622 miles of roads (classified under RSA 229:5). The State Highway System has 4,603 miles of highways. City and town-maintained roads total 12,019 miles and include compact roads and Class IV compact roads totaling 303 miles. This system includes Interstates, Turnpikes, numbered highways, non-numbered highways, traffic circles, ramps, and recreational roads.

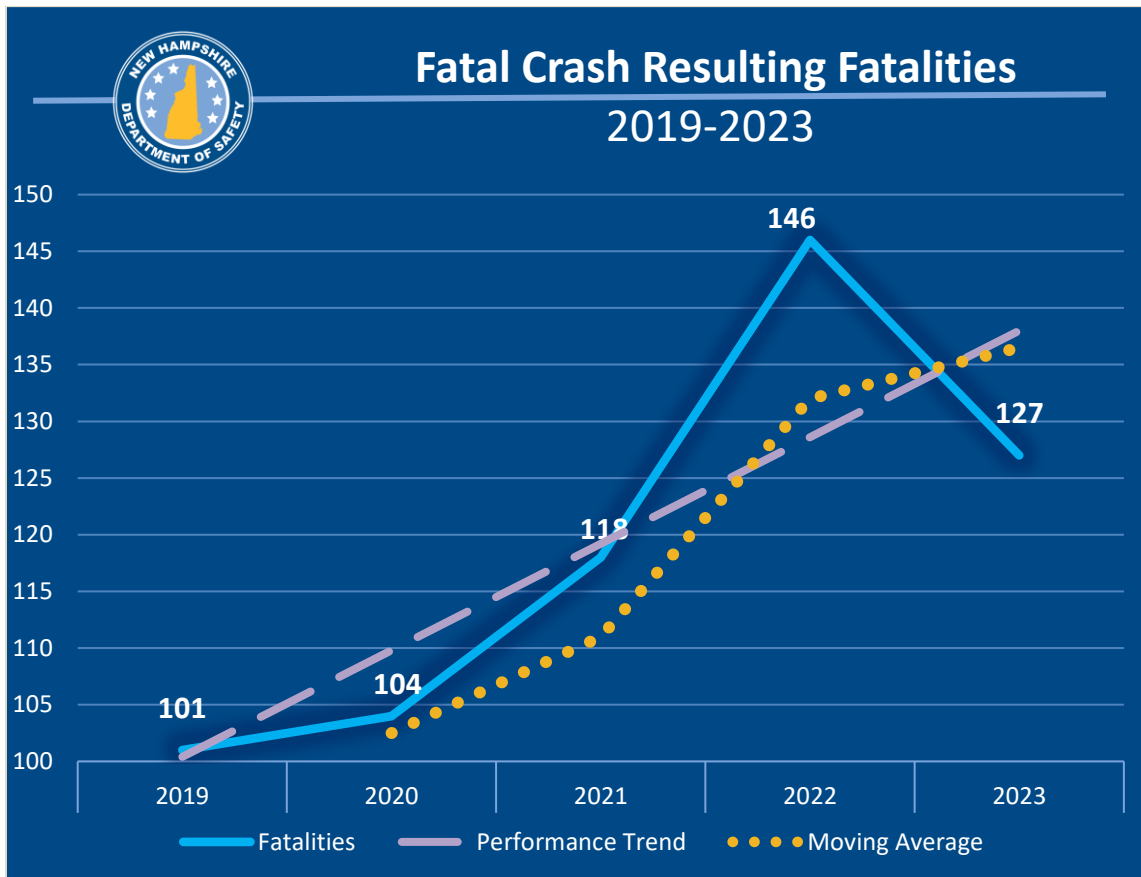
In 2024, there were approximately 1,668,825 total NH registered vehicles (including 220,434 trailers) and 84,266 NH registered motorcycles and 1,479,156 NH licensed drivers.

In 2024, there were 36,320 speeding citations and 105 seat belt citations issued and 4,179 impaired driving arrests made (grant and non-grant related activity) statewide. New Hampshire had 30,782 total crashes reported resulting in 121 fatal crashes with 135 persons killed.

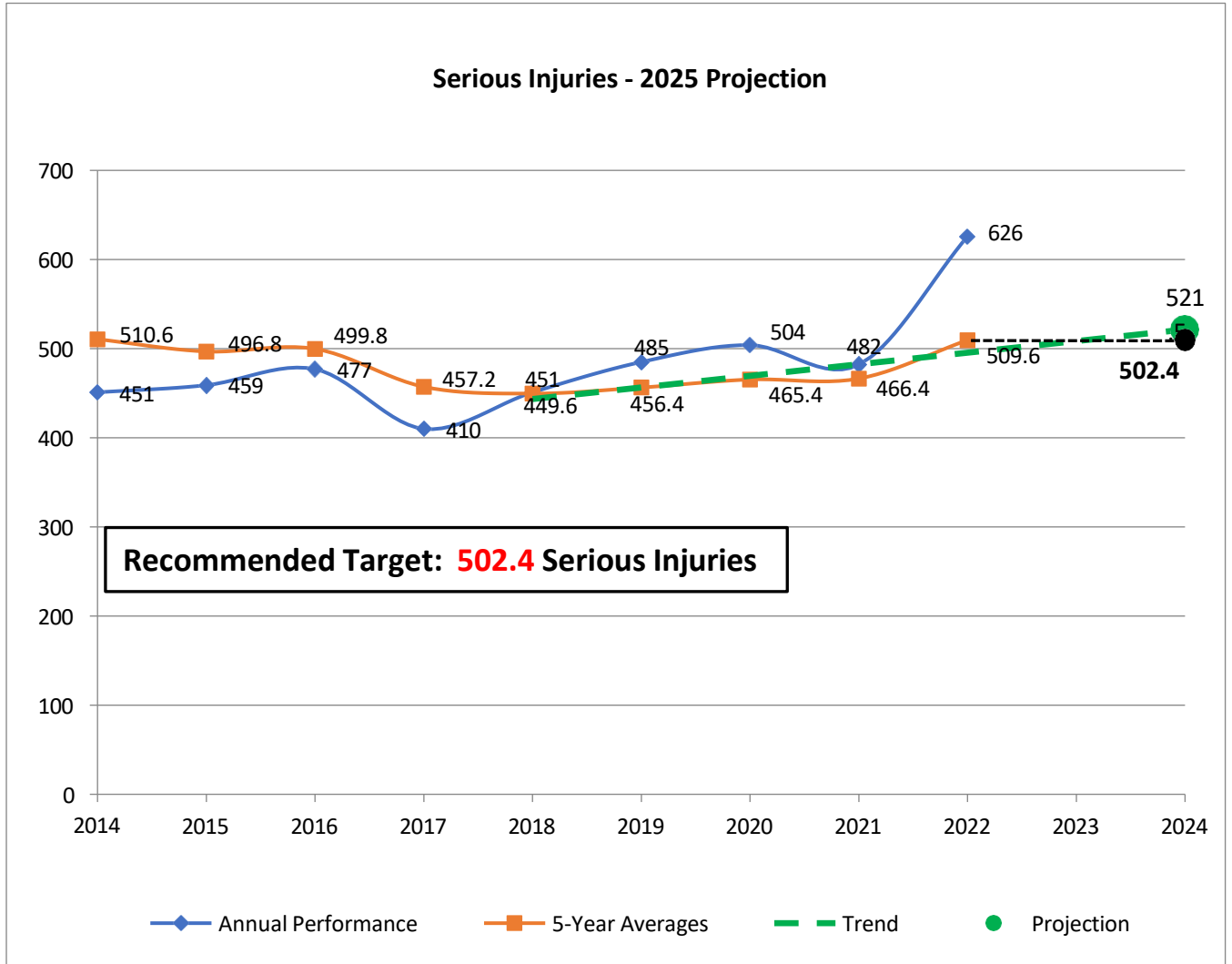
In 2024, restraints not worn in fatal motor vehicle crashes (38 unbelted operators/occupants killed) continues to be a problem in NH (NH is the only state in the country that does not have an adult seat belt law). However, in 2024, NH has seen our seat belt usage rate increase from 75.5%

in 2021, 75.7% in 2022, 77.9% in 2023, to 78.2% in 2024 (a 3.6 % seat belt usage increase from 2021 but still the lowest in the country). As noted in the chart provided below, New Hampshire’s primary seatbelt law for occupants under age 18 may continue to be helping to keep unrestrained fatalities in the 16-20 age group (2019-2023) lower than other age groups. However, in 2023, in the 21-24, 35-44, 45-54, and 65+ age groups that do not have to comply with an adult seat belt law, unrestrained fatalities have continued to be the highest supporting evidence that there continues to be a need to educate, message, and consider a seatbelt law for all occupants. In FFY 2026, projects will continue (i.e. media vendor, etc.) to address these age groups not wearing seat belts through messaging, education, and outreach. In 2023, the highest unrestrained fatalities occurred in Rockingham (11), Hillsborough (7), Merrimack (7), Cheshire (7), and Grafton (6). Additionally, it is noted that historically, these crashes occur in the three most populated counties (Rockingham, Hillsborough, and Merrimack) located in the southern tier of the State. The following charts, graphs, and data are provided below and are reviewed to determine where funding should be allocated.

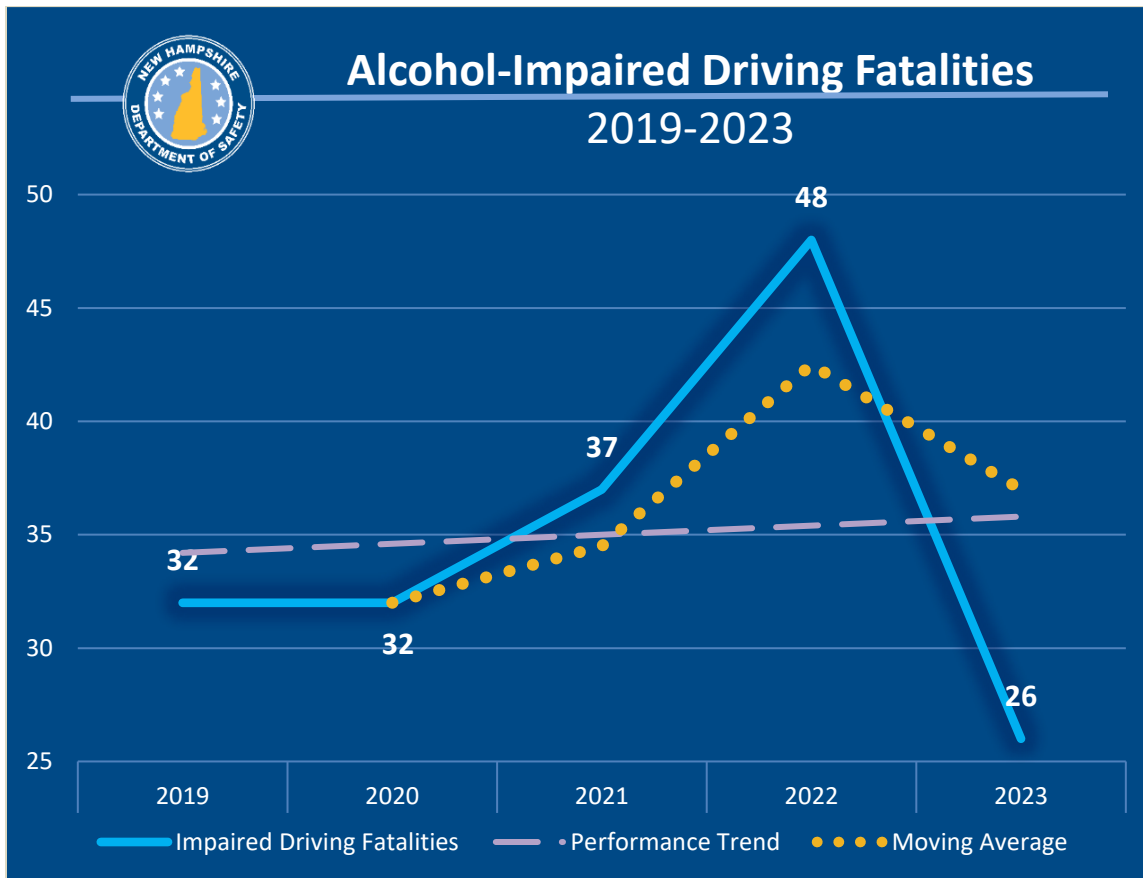
Fatal Crash Data



Serious Injury



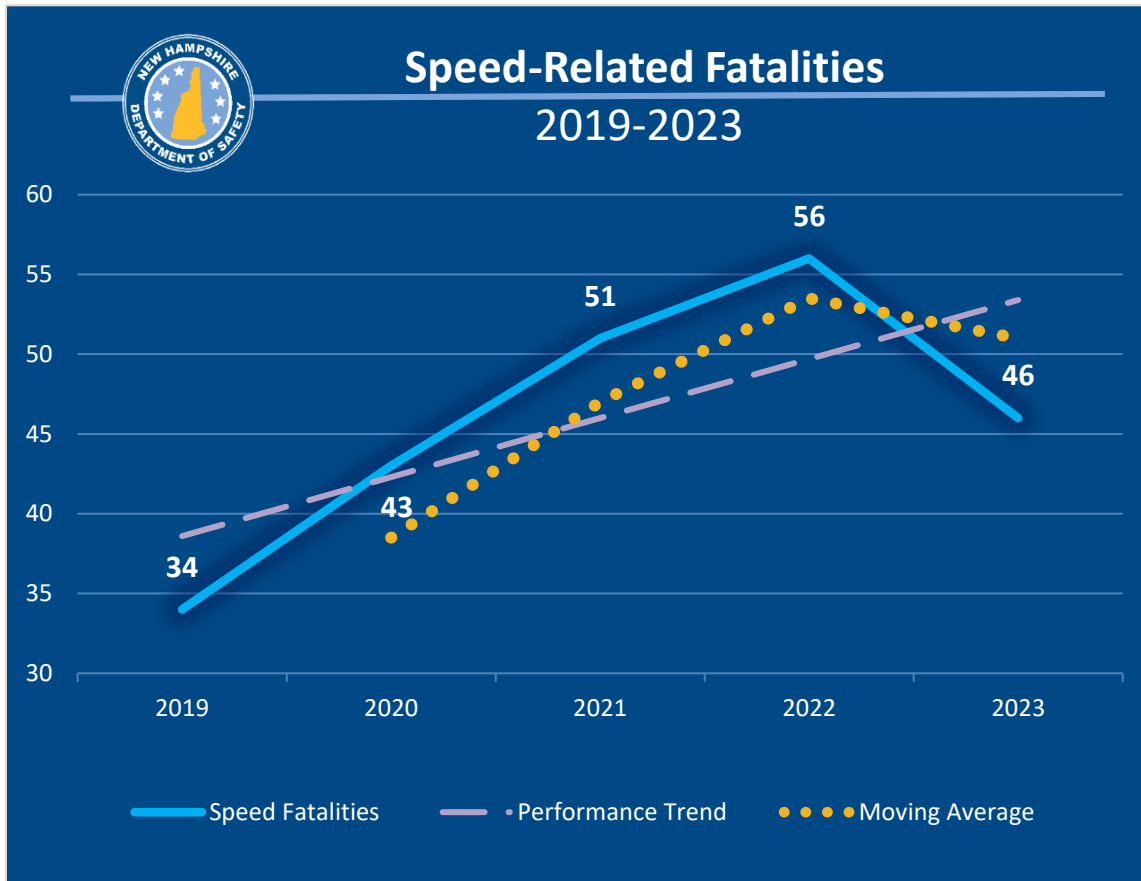
Alcohol-Impaired Victim Fatalities



Source: NH FARS

This chart demonstrates how many alcohol-impaired fatalities have occurred (.08 and above) from 2019 thru 2023.

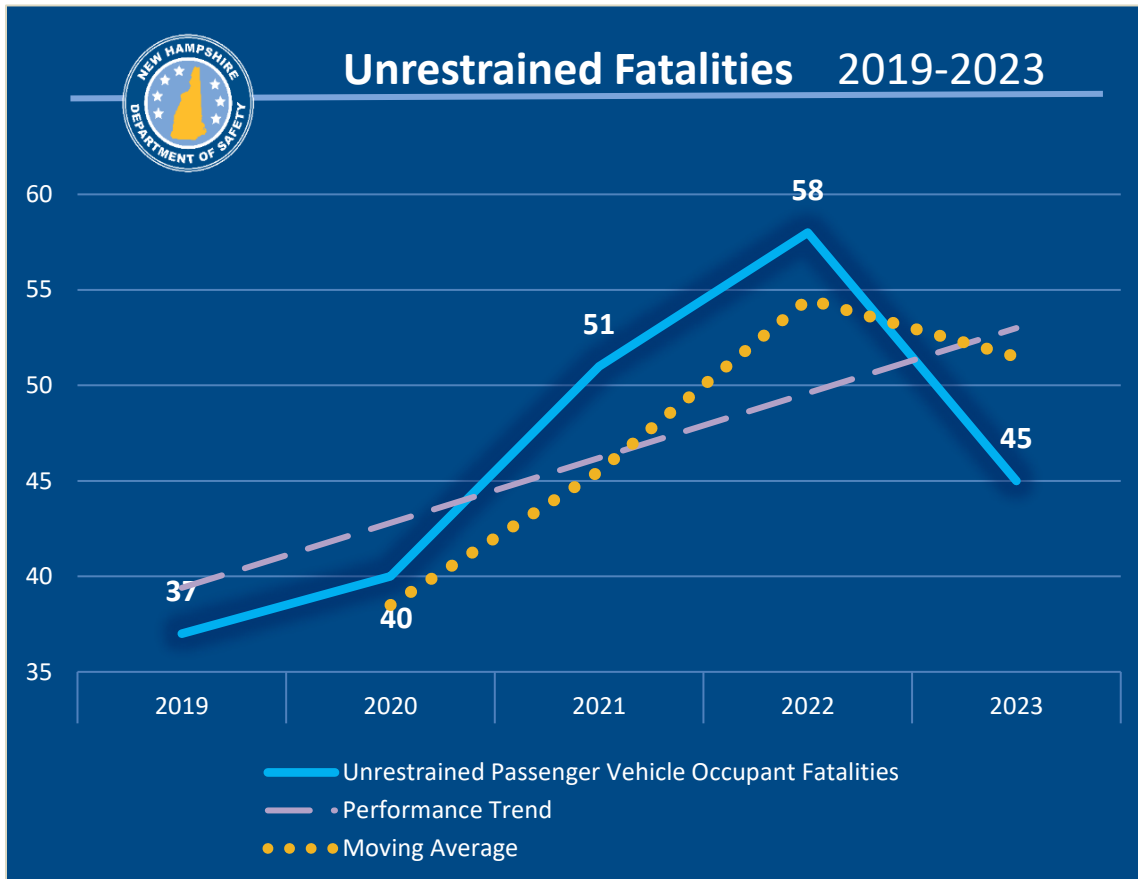
Speed-Related Fatalities



Source: NH FARS

This chart demonstrates the number of speed-related fatalities from 2019 thru 2023.

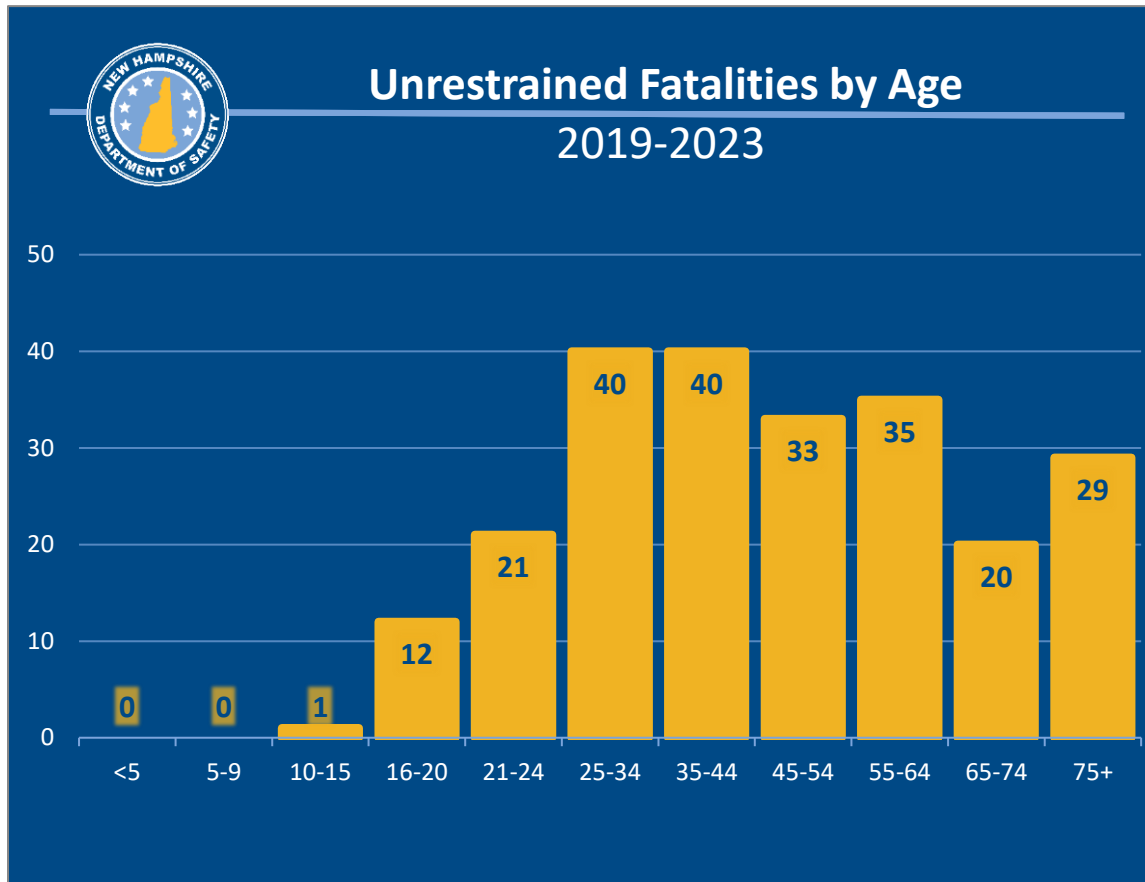
Unrestrained Fatalities



Source: NH FARS

This chart demonstrates the number of unrestrained fatalities from 2019 thru 2023.

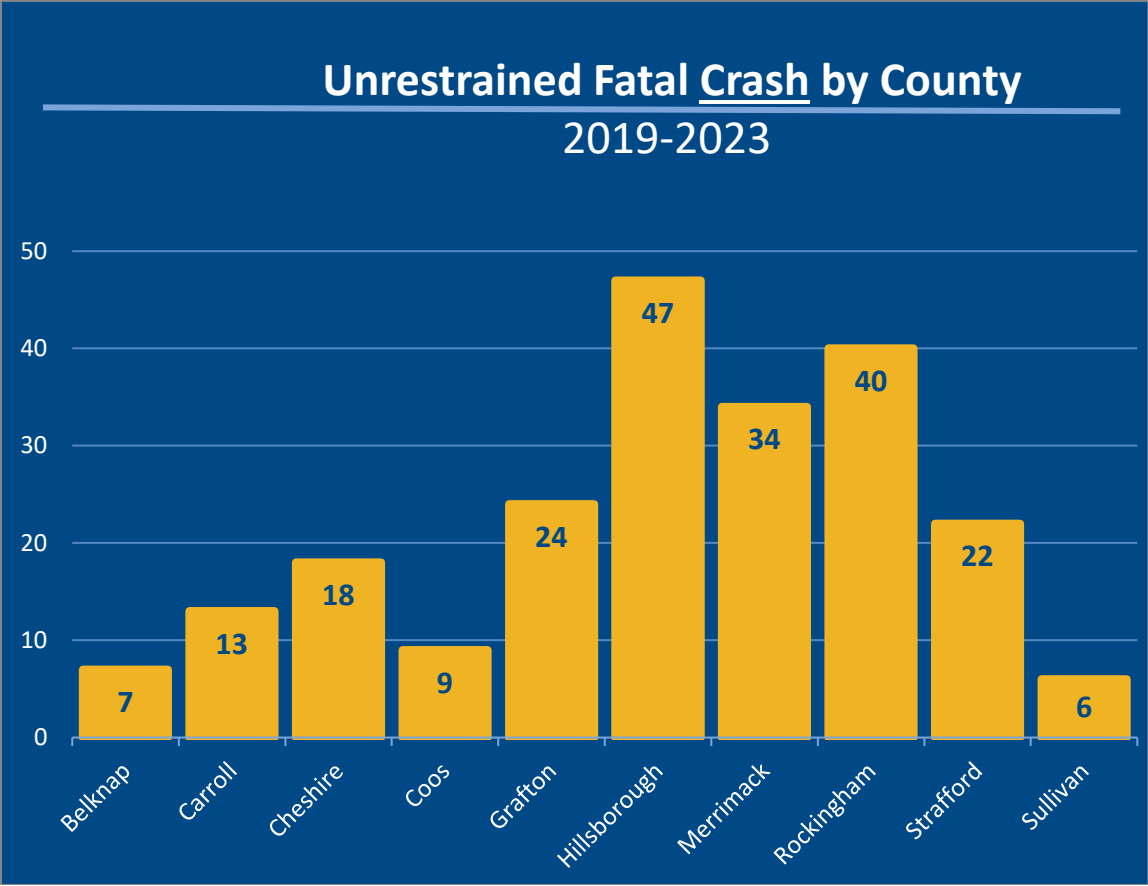
Unrestrained Fatalities by Age



Source: NH FARS

This chart demonstrates that unrestrained fatalities continue to be of concern within all age groups but more so within the 25-44 age group, the 45-64 age group, and 75+ age group.

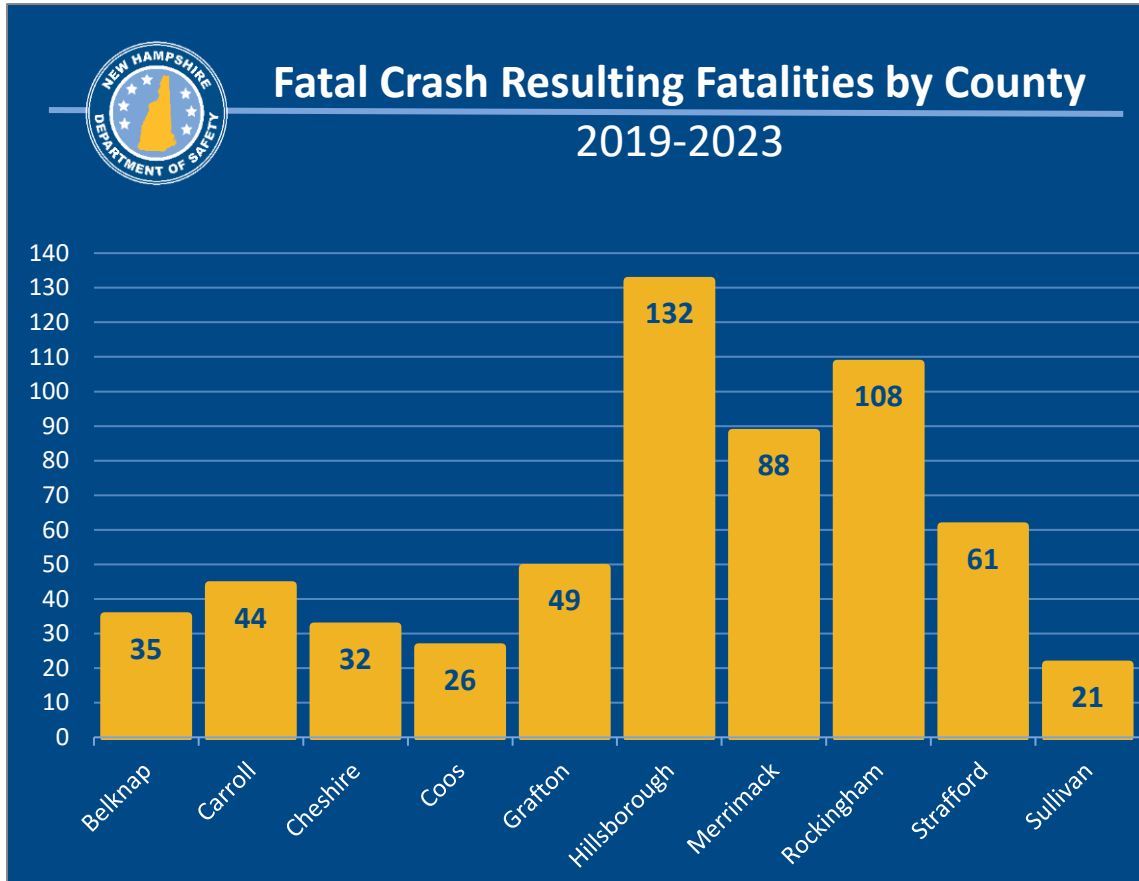
Unrestrained Fatal Crash by County



Source: NH FARS

This chart represents the unrestrained fatalities that continue to be occurring within the highest populated counties of the state (Hillsborough, Rockingham, Merrimack).

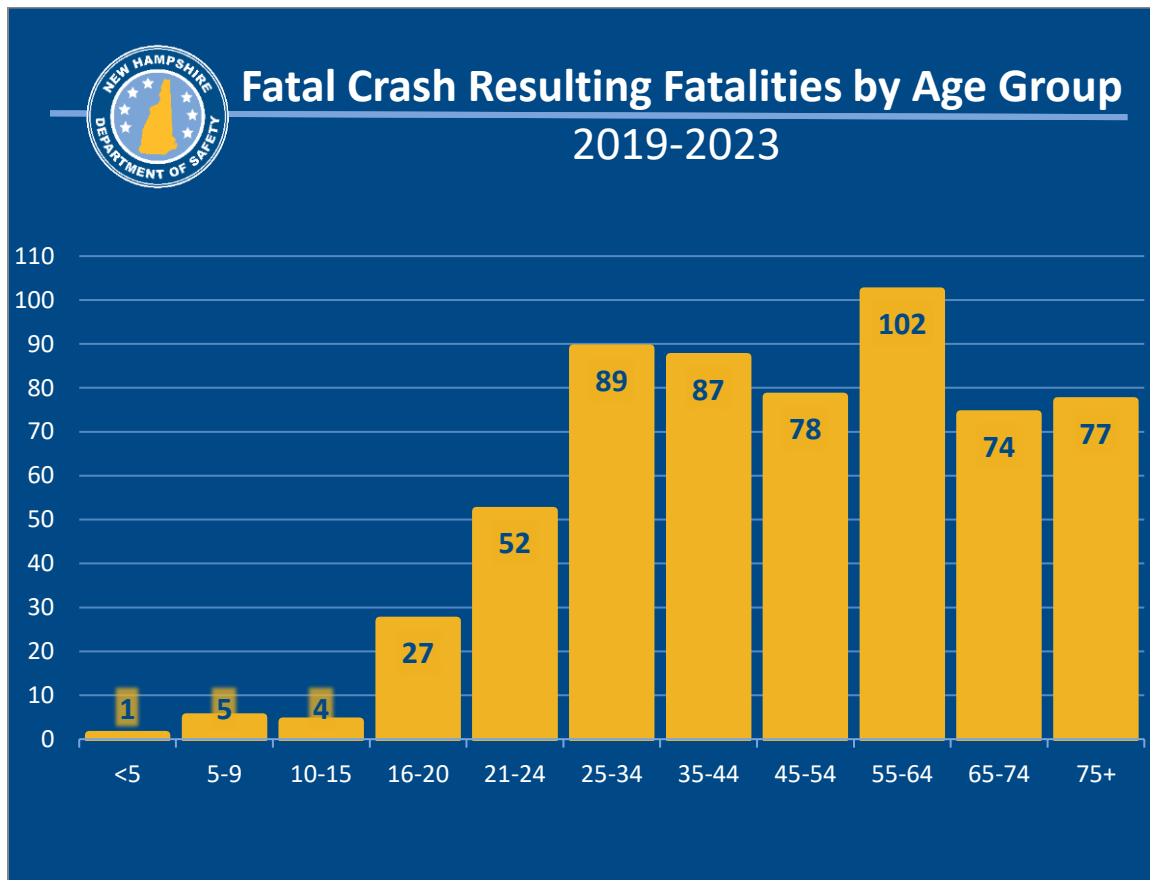
Fatal Crash Resulting Fatalities by County



Source: NH FARS

This chart represents the fatalities that continue to be occurring within the highest populated counties of the state (Hillsborough, Rockingham, Merrimack).

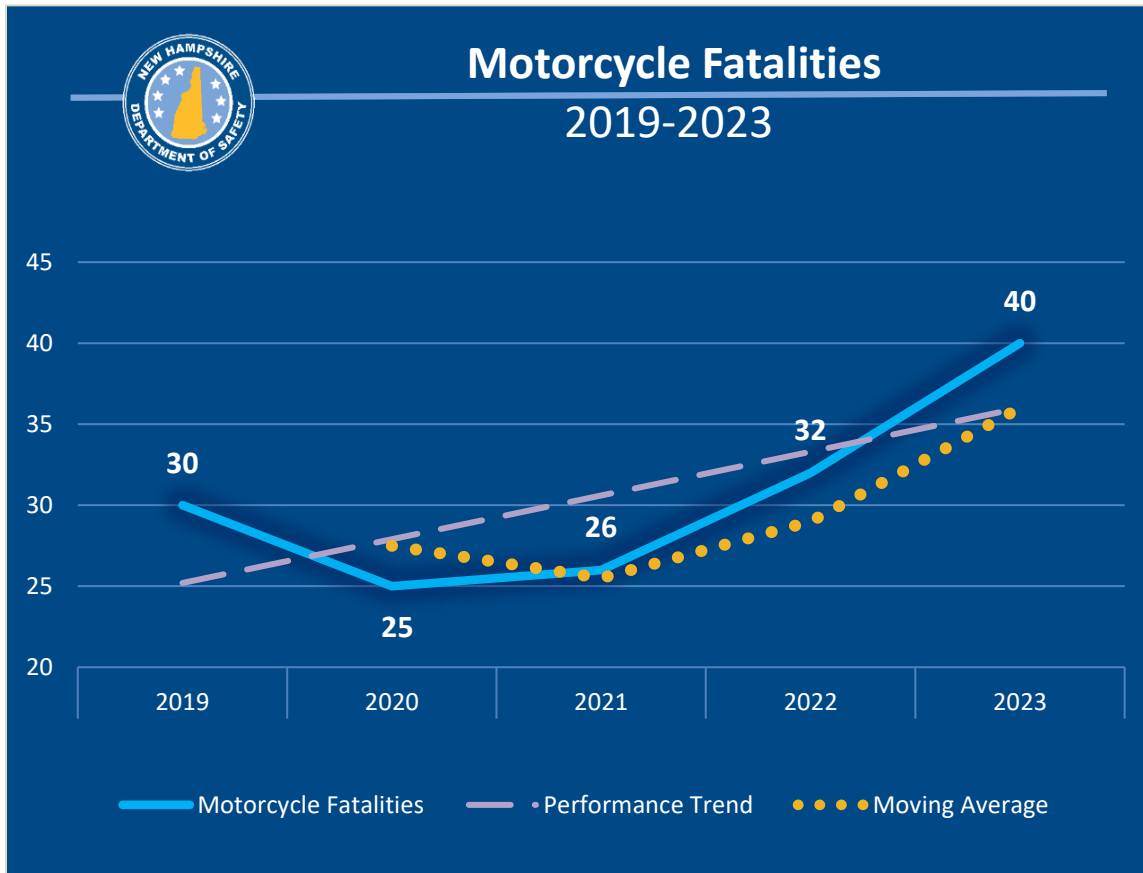
Fatal Crash Resulting Fatalities by Age Group



Source: NH FARS

This chart demonstrates that fatalities continue to be of concern within all age groups but more so within the 16-20, 21-24, 25-34, 35-44, 45-54, 55-64, 65-74 and 75+ age group.

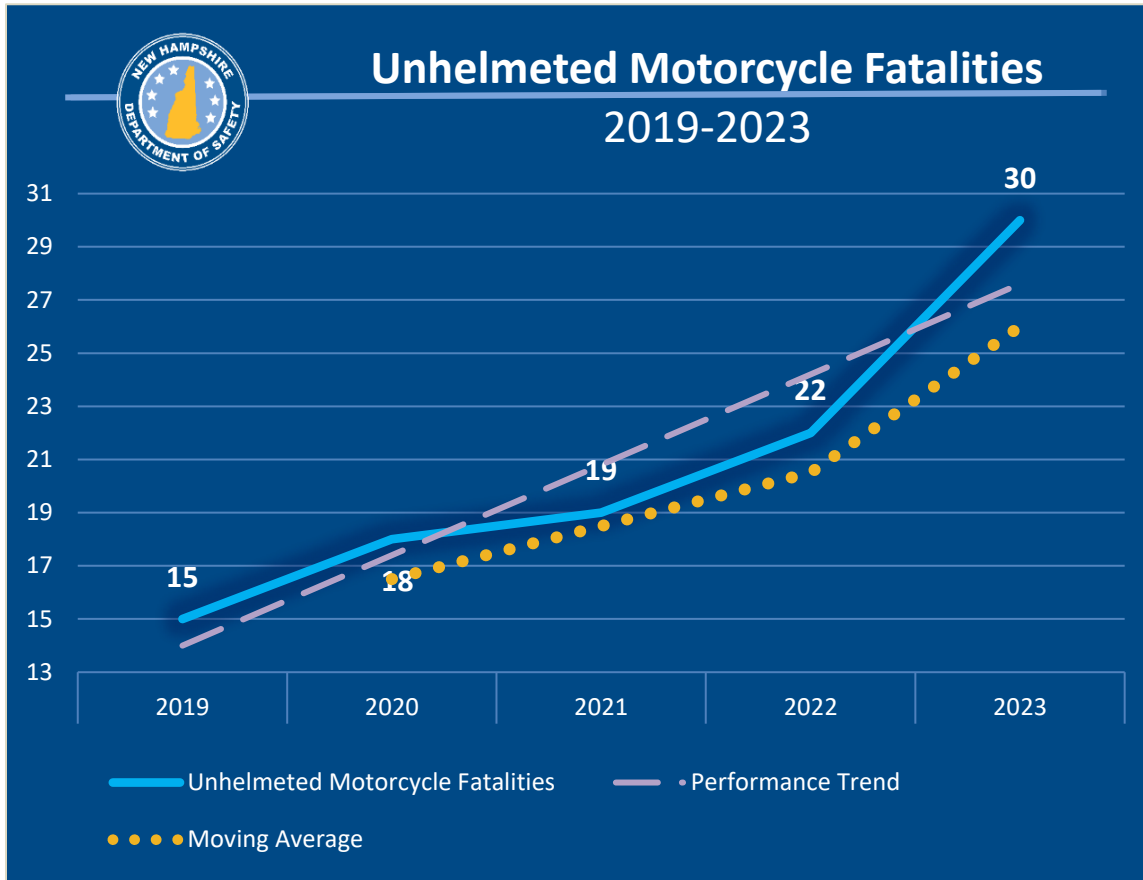
Motorcycle Fatalities



Source: NH FARS

This chart demonstrates the number of motorcycle fatalities from 2019 thru 2023.

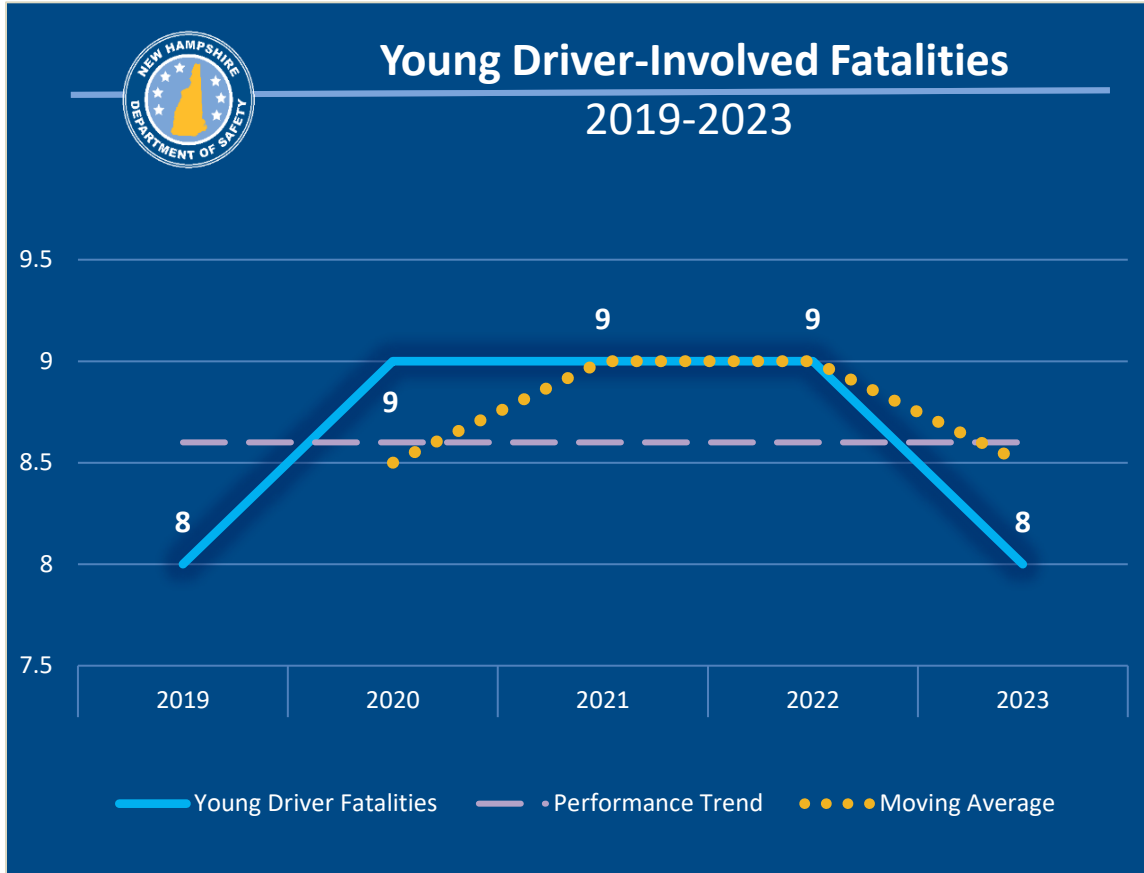
Unhelmeted Motorcycle Fatalities



Source: NH FARS

This chart demonstrates the number of unhelmeted motorcycle fatalities from 2019 thru 2023.

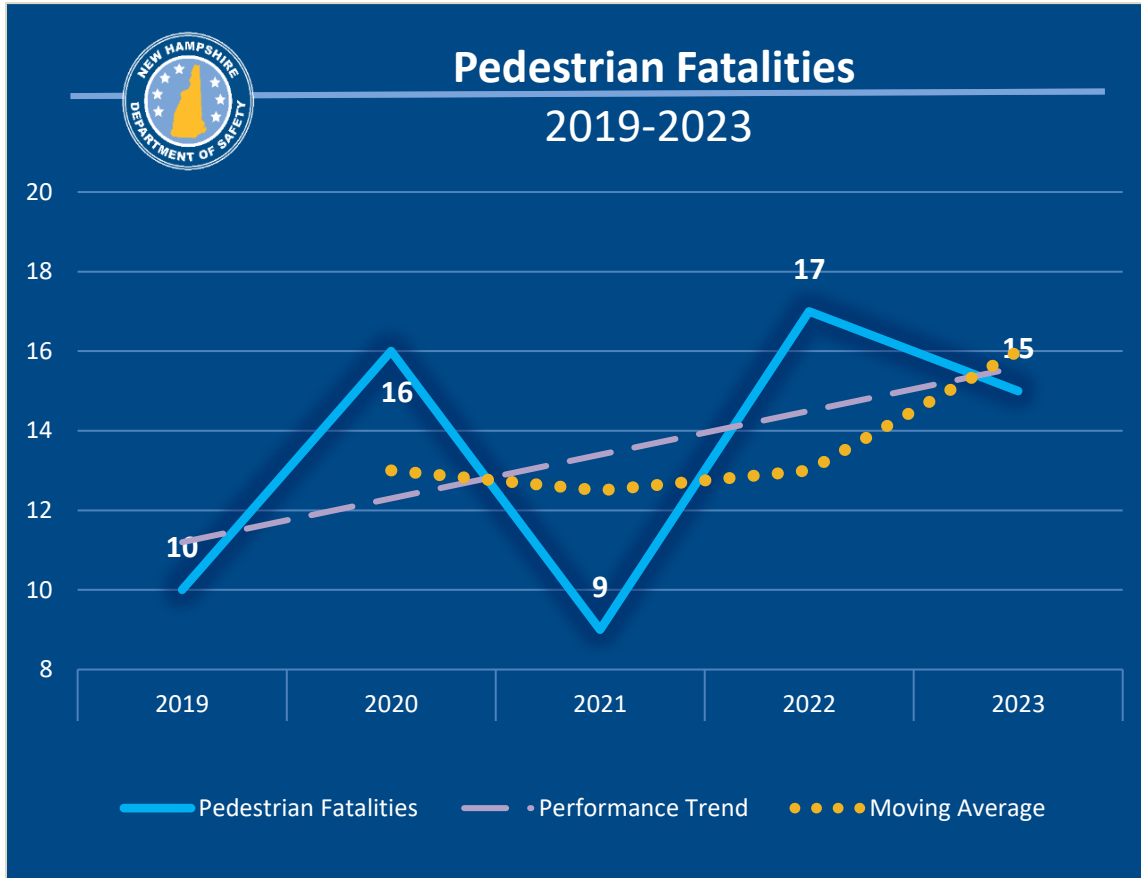
Young Driver Involved Fatalities



Source: NH FARS

This chart demonstrates the number of young driver fatalities from 2019 thru 2023.

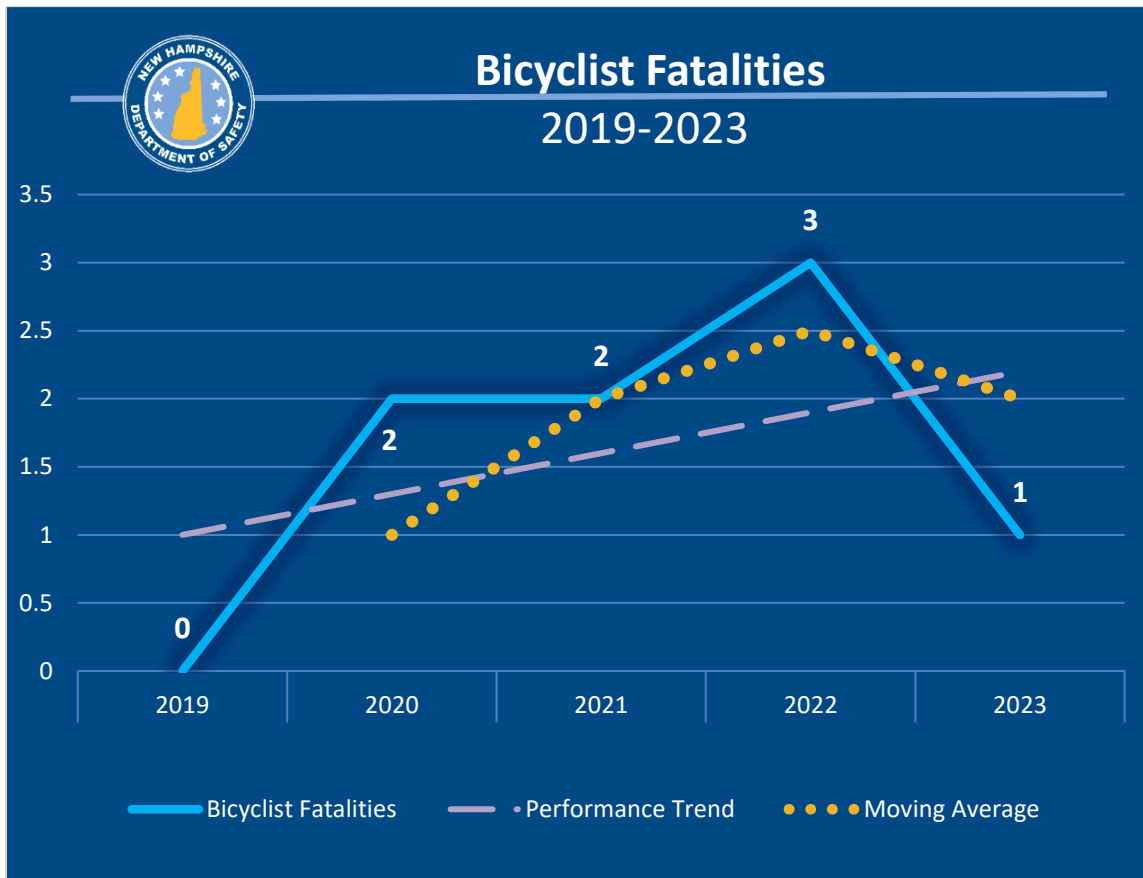
Pedestrian Fatalities



Source: NH FARS

This chart demonstrates the number of pedestrian fatalities from 2019 thru 2023.

Bicyclist Fatalities



Source: NH FARS

This chart demonstrates the number of bicyclist fatalities from 2019 thru 2023.

2023 Non-Fatal Crash Data

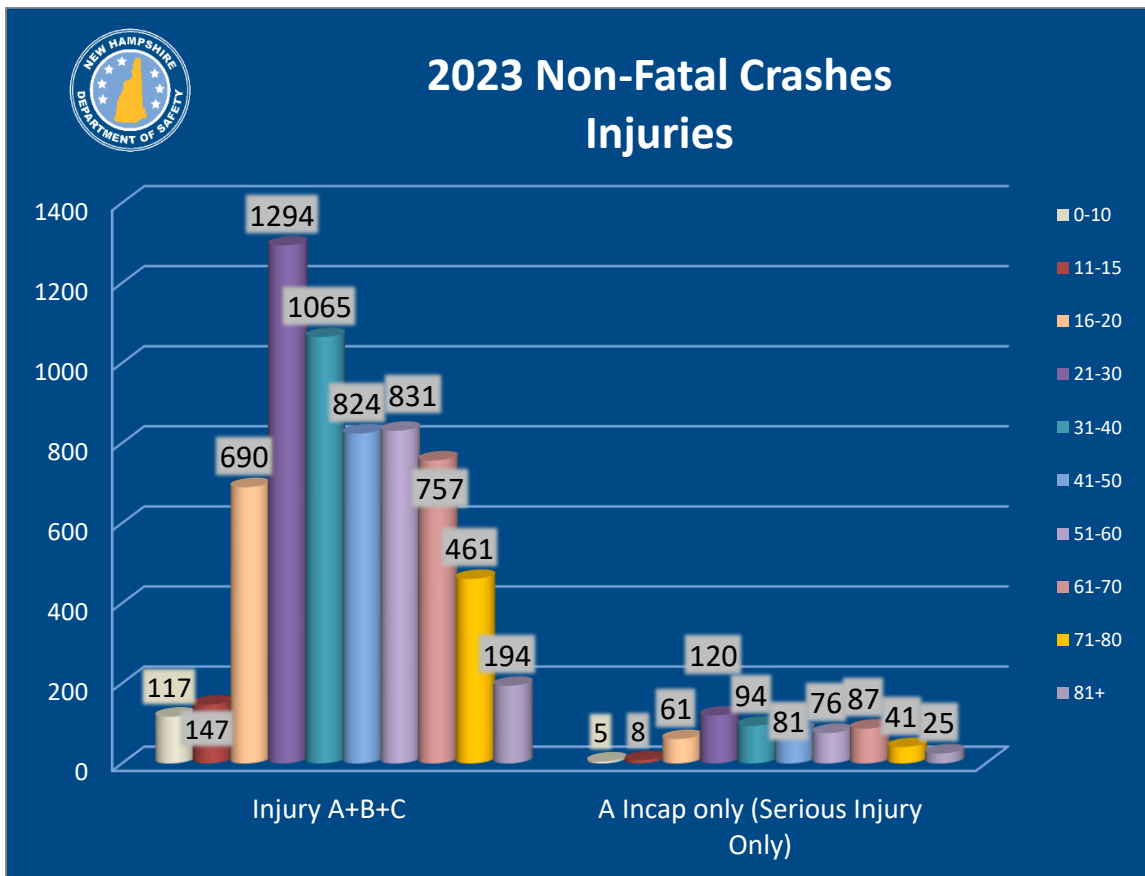
By NHTSA Definition:

A = SBI (incapacitated/Serious Injury) B= SBI (non-incap/unknown) C= Possible Injury (not specific in crash report)
There were 6,394 injuries (A+B+C), with 598 being serious injury crashes (A).

Note: Serious bodily Injury (SBI)

Source: NH Division of Motor Vehicles

Age	Male			Female			Unk			TTL All Inj (A+C)	TTL Serious Inj Only (A)			
	Injury (A+B+C)	No Injury	Unk Inj	Injury (A+B+C)	No Injury	Unk Inj	Injury (A+B+C)	No Injury	Unk Inj/Blank	Injury (A+B+C)	A Incap Only	A Incap Only	A Incap Only	Total A only
0 - 10	44	890	17	55	838	15	18	284	21	117	1	0	4	5
11 - 15	63	491	12	61	502	8	23	161	4	147	4	3	1	8
16 - 20	298	2698	30	282	2452	24	110	675	20	690	36	14	11	61
21 - 30	563	4240	55	459	3198	35	272	1511	56	1294	68	19	33	120
31 - 40	457	3754	51	404	2748	31	204	1189	42	1065	52	24	18	94
41 - 50	333	2779	41	352	2162	35	139	890	33	824	38	22	21	81
51 - 60	349	2894	39	356	2131	43	126	817	43	831	46	21	9	76
61 - 70	329	2542	41	312	1931	31	116	703	38	757	47	26	14	87
71 - 80	194	1349	17	216	1333	11	51	384	14	461	16	20	5	41
81+	82	615	9	87	565	4	25	139	7	194	10	9	6	25
Unk Age	5	99	5	5	87	2	4	187	4782	14	0	0	0	0
TOTALS	2717	22351	317	2589	17947	239	1088	6940	5060	6394	318	158	122	598



2023 Non-Fatal Crashes

Source: NH Division of Motor Vehicles

** Non-Fatal Crashes = 28,092; all persons=59,084

Crash Type	Crashes	(A) Incap Injuries	(B) Non-Incap Injuries	(C) Possible Injury	(N) No Injury	Unknown
Animal	1980	11	94	29	2463	55
Bicyclist	63	3	38	3	80	13
Cargo/Equipment Loss or Shift	37	3	2	1	61	12
Fell/Jumped from Motor Vehicle	41	18	19	1	14	2
Fire/Explosion	9	0	0	0	10	1
Immersion, Full or Partial	13	0	1	4	20	2
Jackknife	25	1	4	0	31	0
Motor Vehicle in Transport	10162	188	1458	901	21351	1549
Other Motor Vehicle	5447	56	907	267	11362	1280
Other Non-Collision	624	20	92	44	1026	90
Other Non-Fixed Object	641	12	80	39	1197	92
Other Non-motorist(Collision with person, motor vehicle, or Non-Fixed Object)	64	0	11	2	108	7
Other Object	89	2	6	4	101	6
Overturn/Rollover	417	54	174	51	304	17
Parked Motor Vehicle	1680	6	52	19	1836	1795
Pedalcycle/Moped	86	1	6		107	6
Pedestrian	231	9	67	13	280	33
Railroad Train	2	1	1	0	3	1
Railway Vehicle (train, engine)	2	0	0	2	4	0
Rock/Sideslope	5	0	0	0	9	0
Run-off-the-Road	4915	172	847	291	4611	310
Snowmobile/OHRV	2	0	0	0	2	1
Spill (2 Wheel Vehicle)	26	6	19	2	7	2
Strikes Object at Rest from MV in Transport	42	1	5	2	55	9
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	77	0	2	1	163	16
Submersion/Immersion	8	1	0	0	7	2
Thrown or Falling Object	80	0	8	1	108	20
Work Zone/Maintenance Equipment	16	0	0	0	27	2
Unknown	1277	33	141	85	1891	294
Total	28061	385	3012	1378	40354	4961

The recent initiative to have all law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data further enabling our ability to accurately predict where appropriate countermeasures will be most effective. As each agency begins to report statistics and data electronically, the NH OHS will be better prepared to evaluate and refocus the countermeasures on problem areas in real time versus an annual analysis. Currently, there are 158 law enforcement agencies submitting crash reports (MMUCC 4 & 5) electronically out of 208 law enforcement agencies. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution of motor vehicle violations is a key component in determining effective countermeasures and will continue to be a primary focus of the NH OHS in FFY 2026 and through FFY 2027.

Important fatality data from 2019, 2020, 2021, 2022, 2023, 2024 and 2025 was analyzed to identify highway safety problem areas in the development of the FFY 2026 Annual Grant Application and FFY 2024 thru FFY 2026 Triennial Plan.

In 2024, New Hampshire traffic fatalities increase from 127 fatalities in 2023 to 135 fatalities (an increase of 6%). Currently, in 2025 compared to the same period last year, New Hampshire is seeing a 7% increase in fatalities (as of May 12, 2025). Looking at fatalities within a 21-year timeline (2003 – 2024), 2011 (90), 2014 (95) 2017 (102), 2019 (101), and 2020 (104) had the lowest number of recorded fatalities. New Hampshire fatalities in 2021 (118), 2022 (146), 2023 (127), 2024 (135), and 2025 (currently showing a 7% increase in fatalities compared to 2024 during the same period), continue to be trending higher than normal.

In 2023, there were several contributing factors involved in the decrease of fatalities (127) from 2022 (146). Speed related fatalities decreased from 56 in 2022 to 46 in 2023. Unrestrained fatalities decreased from 58 in 2022 to 45 in 2023 (currently are down 30% as of May 12, 2025 from same period in 2024). Alcohol-impaired driving fatalities (0.08% BAC or above) decreased from 48 in 2022 to 26 in 2023. In 2022, a concerning contributing factor in the fatality increase occurred, as 100 alcohol and/or drug-related crashes (80% of the 137 fatal crashes) claimed 107 victims (73.3% of the 146 fatalities). In 2023, impairment fatalities decreased but continues to be a contributing factor in fatalities, as 82 alcohol and/or drug-related crashes (68.9% of the 119 fatal crashes) claimed 88 victims (69.3% of the 127 fatalities).

In 2025, the NH OHS, will implement approximately 22 enforcement initiatives (corridor enforcement saturation patrols and statewide DUI saturation patrols) in addition to all other enforcement efforts planned for in 2025 (DUI, distracted driving, speed, pedestrian/bicycle. etc.) with NH enforcement agencies and increase messaging during these enforcement efforts through press releases and social media posts. Education, enforcement, and media efforts must continue to be supported to address the problem of negative driving behavior on NH roads. The NH OHS is committed to reducing fatalities on New Hampshire roads and will continue in FFY 2026 thru FFY 2027 to provide funding to support statewide enforcement efforts and educate the public on important highway safety issues through messaging and outreach.

The data driven approach to funding projects provides the necessary information to identify highway safety issues/concerns and provides important information to assist in determining the who, what, when, where and why a highway safety problem exists as well as aides in determining the countermeasures that are best able to address these highway safety problems. For FFY 2026 thru FFY 2027, the NH OHS conducted a preliminary review of the analysis of statewide Serious Bodily Injury (SBI) crash data for the period of January 1, 2019 - December 31, 2024, to incorporate into our funding methodology to provide a five-year evidence-based data approach to more accurately determine funding for our highway safety partners.

The OHS continues to evaluate past performance measures and reported activity of projects conducted to evaluate measured results or progress. This information is utilized to predict and ensure that future projects will also demonstrate measured results. Evaluation of past performance measures of a grantees project(s) helps NH OHS staff determine if grantees can achieve identified performance measures outlined in their grants. Examples of specific goal related or performance measured activities include but are not limited to: number of stops per hour, number of traffic violations and arrests, number of CPS Technicians certified, number of CPS fitting stations established, number of seat belt and/or distracted driving presentations conducted at schools, number of interlock devices that have been installed in vehicles throughout the state, the percentage of seat belt use in the state, the number of DRE certifications in NH, the number of last drink surveys conducted, etc. Additionally, an analysis of the responsible and effective past use of federal funds is conducted to ensure the applicant will maximize available federal funds to accomplish their goals in the future. Most importantly, consideration to obligate funding to projects will depend not only on the grantee's identification of a problem, but empirical data to support selection and subsequent effectiveness of the countermeasures chosen.

The initiative to have all local and county law enforcement agencies report enforcement actions and crash data electronically has strengthened our ability to both gather and analyze crash and enforcement data further enabling our ability to accurately predict where appropriate countermeasures will be most effective. As each agency begins to report statistics and data electronically, the NH OHS will be better prepared to evaluate and refocus the countermeasures on the problem areas in real time versus an annual analysis. The continued improvement and effectiveness of electronically reported data and statistics coupled with effective enforcement and prosecution of motor vehicle violations is a key component of effective countermeasures and will continue to be a primary focus of the NH OHS in FFY 2026.

Currently, 158 of 208 law enforcement agencies (that includes NH state police, local and county law enforcement agencies and 2 colleges) report crashes and citation electronically. Those who are not currently capable of reporting electronically are not reporting MMUCC 5 compatible data which seriously restricts New Hampshire's ability to utilize predictive enforcement in combating and reducing fatalities and serious bodily injury throughout the state. Analysis of the data that is reported electronically indicates that distracted driving is related to many crashes. In 2023, of the 27,997 crashes reported, over 16% (4,520 crashes) have been found to have "distraction/inattention" as a contributing factor to crashes.

New Hampshire's AGA is predicated on the available data and is focused primarily on countermeasures and planned activities to not only effectively receive, analyze, and distribute data, but also to provide robust, data driven and measurable goals and objectives to meet our targets.

Highway Safety Partners and Stakeholders

It is essential that the New Hampshire Department of Safety Office of Highway Safety and the Department of Transportation (DOT) continue to collaborate with each other and with traffic safety stakeholders to remain current on emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems. Meetings between the NH OHS and the DOT will continue through FFY 2026.

The NH OHS coordinates and assists in conducting the Traffic Safety Commission meetings attended by DOT counterparts, state agencies, organizations, associations, community coalitions, highway safety advocacy groups, State and local law enforcement and others. This collaboration and feedback from highway safety partners continues to occur with other important meetings, listening sessions, workshops, round tables, to help reassess areas of need and identify potential solutions to highway safety problems.

The NH OHS considers the results of “rate-the-State” reviews by national organizations such as the Centers for Disease Control (CDC), National Highway Traffic Safety Administration (NHTSA) research and analysis, and others as appropriate. Additionally, the NH OHS has face to face meetings to coordinate the data to be included in both the AGA, Triennial, and DOT’s SHSP and HSIP. These meetings facilitate a review of the last five years of data to develop our projections and subsequent goals for both agencies. Once the teams agree on projections and subsequent goals, the information is provided to the Commissioners of the Departments of Safety and Department of Transportation.

The New Hampshire Office of Highway Safety partnerships include:

- ❖ 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
- ❖ iHeartMedia
- ❖ EVR Advertising
- ❖ 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 Motorcyclist Rights Organization
- ❖ AARP
- ❖ Exeter Hospital Driver Ability program/[www.exeterhospital.com/Driver-Rehab-and – Education](http://www.exeterhospital.com/Driver-Rehab-and-Education)
- ❖ 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)
- ❖ Dover Youth 2 Youth Program
- ❖ Social Services (DHHS, etc.)
- ❖ New Hampshire Center for Justice & Equity
- ❖ Chichester Addiction Center
- ❖ National Alliance on Mental Illness (NAMI), Concord, N.H.
- ❖ NH Wildlife Coalition
- ❖ NH Motor Speedway

Public Participation and Engagement Plan

New Hampshire Office of Highway Safety

For Inclusion in the Annual Grant Agreement (AGA)

Pursuant to 23 U.S.C. 402(b)(1)(B)

1. Purpose

This Public Participation and Engagement Plan outlines the New Hampshire Office of Highway Safety’s (NHOHS) strategy to ensure meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities, as required by 23 U.S.C. 402(b)(1)(B). The plan aims to foster data-driven, and community-informed highway safety programs to reduce traffic-related deaths, injuries, and property damage.

2. Objectives

- **Engage Vulnerable Communities:** Actively involve high-risk populations as evidenced by the data, in the development and implementation of the Annual Grant Agreement.
- **Enhance Transparency:** Provide clear, accessible information about the Annual Grant Agreement process and opportunities for public input.
- **Incorporate Feedback:** Use community input to shape performance targets, countermeasure strategies, and project selection.
- **Comply with Federal Requirements:** Meet the mandates of 23 U.S.C. 402(b)(1)(B) and Title VI of the Civil Rights Act of 1964, ensuring nondiscrimination and inclusive participation.

3. Identification of Affected Communities

To ensure meaningful engagement, NHOHS will identify communities most impacted by traffic crashes through a data-driven approach:

- **Crash Data Analysis:** Utilize crash data from the New Hampshire Department of Safety Division of Motor Vehicles and NH OHS to pinpoint areas with high rates of fatalities and serious injuries.
- **Demographic Analysis:** Identify sectors of the NH population who may face disproportionate traffic safety risks.
- **High-Risk Area Mapping:** Develop a High Injury Network (HIN) to visualize and prioritize geographic areas with elevated crash risks.
- **Stakeholder Input:** Consult with local governments, regional planning commissions, and advocacy groups.

4. Engagement Strategies

NH OHS will employ a multi-faceted approach to engage communities throughout the Annual Grant Agreement lifecycle, from planning to evaluation:

4.1 Community Outreach

- **Public Meetings:** Host at least two public meetings annually. Meetings will be held in accessible venues and offered in hybrid formats (in-person and virtual) to maximize participation. Meetings are planned with AARP sponsored older driver groups and NH youth organizations which are the two age groups most likely to be involved in serious injury crashes on NH roadways.
- **Targeted Workshops:** Conduct workshops in high-risk communities identified through crash data, focusing on specific issues like pedestrian safety, impaired driving, or teen driver education.
- **Community Events:** Partner with local organizations to attend festivals, farmers' markets, and other community gatherings to distribute highway safety information and collect feedback.

4.2 Digital Engagement

- **Online Portal:** Maintain a dedicated NHOHS website section for the AGA, including an interactive feedback form, crash data visualizations, and a schedule of engagement opportunities.
- **Social Media Campaigns:** Use platforms like X, Facebook, and Instagram to share safety messages, announce public meetings, and solicit input, ensuring content is accessible (e.g., alt-text for images).
- **Email Newsletters:** Distribute quarterly newsletters to subscribers, including updates on progress, upcoming events, and opportunities for involvement.

4.3 Partnerships

- **Local Government Collaboration:** Work with municipalities and regional planning commissions to integrate AGA engagement into local planning processes.
- **Advocacy Groups:** Partner with organizations like the New Hampshire Bicycle and Pedestrian Advisory Board, AARP, and Mothers Against Drunk Driving (MADD) to reach specific populations.
- **Four E's Stakeholders:** Engage representatives from engineering, enforcement, education, and emergency services to align AGA strategies with community needs.

4.4 Accessible Communication

- **Multilingual Materials:** Provide AGA summaries and feedback forms in Spanish, French, and other languages prevalent in New Hampshire, based on demographic data.
- **ADA Compliance:** Ensure all engagement materials and venues comply with the Americans with Disabilities Act (ADA).
- **Plain Language:** Use clear, concise language in all communications to ensure accessibility.

5. Public Participation in AGA Development

NHOHS will integrate public input into the AGA at key stages:

5.1 Problem Identification

- **Community Surveys:** Distribute surveys online and at public events to gather input on perceived safety issues, such as speeding, distracted driving, or lack of pedestrian infrastructure.
- **Focus Groups:** Convene focus groups with representatives from high-risk communities to discuss crash trends and contributing factors.

5.2 Performance Targets and Countermeasures

- **Public Comment Period:** Open a 30-day public comment period on draft performance targets and countermeasure strategies, advertised through the NH OHS website, social media, and partner networks.
- **Feedback Integration:** Summarize public comments in the AGA and explain how they influenced final targets and strategies.

5.3 Project Selection

- **Community Prioritization:** Involve community members in ranking proposed projects, particularly for the 40% of Section 402 funds allocated to local highway safety programs (23 U.S.C. 402(b)(1)(C)).
- **Transparency:** Publish a list of selected projects in the AGA, including a rationale for how they address community-identified priorities.

6. Monitoring and Evaluation

To assess the effectiveness of public participation and ensure continuous improvement:

- **Participation Metrics:** Track attendance at public meetings, website visits, survey responses, and social media engagement to gauge outreach success.
- **Feedback Loop:** Publish an annual report summarizing public input received, how it was used in the AGA, and outcomes achieved, available on the NHOHS website.
- **Best Practices Sharing:** Collaborate with the Governors Highway Safety Association (GHSA) to share successful engagement strategies and learn from other states.

7. Implementation Timeline

- **Q1 2026:** Finalize plan, identify high-risk communities, and launch website portal.
- **Q2 2026:** Host first public meeting, distribute surveys, and begin social media campaign.
- **Q3 2026:** Conduct focus groups, open public comment period on draft AGA, and select projects.
- **Q4 2026:** Publish final AGA, including public input summary, and release annual engagement report.

8. Contact Information

For more information or to provide feedback:

- **New Hampshire Office of Highway Safety**
- Address: 33 Hazen Drive, Room 208, Concord, NH 03305
- Phone: (603) 271-2131
- Email: highway.safety@dos.nh.gov
- Website: <https://www.nh.gov/hsafety/>

This plan ensures that NHOHS meets the requirements of 23 U.S.C. 402(b)(1)(B) by fostering meaningful public participation, prioritizing equity, and building a data-driven, community-informed AGA to enhance highway safety across New Hampshire.

Section 402 Grants (23 CFR 1300)

Program Area: Distracted Driving (DD)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
16	A-4	Number of Distraction/Inattention Fatal Crashes	5 Year	2022	2026	4.6

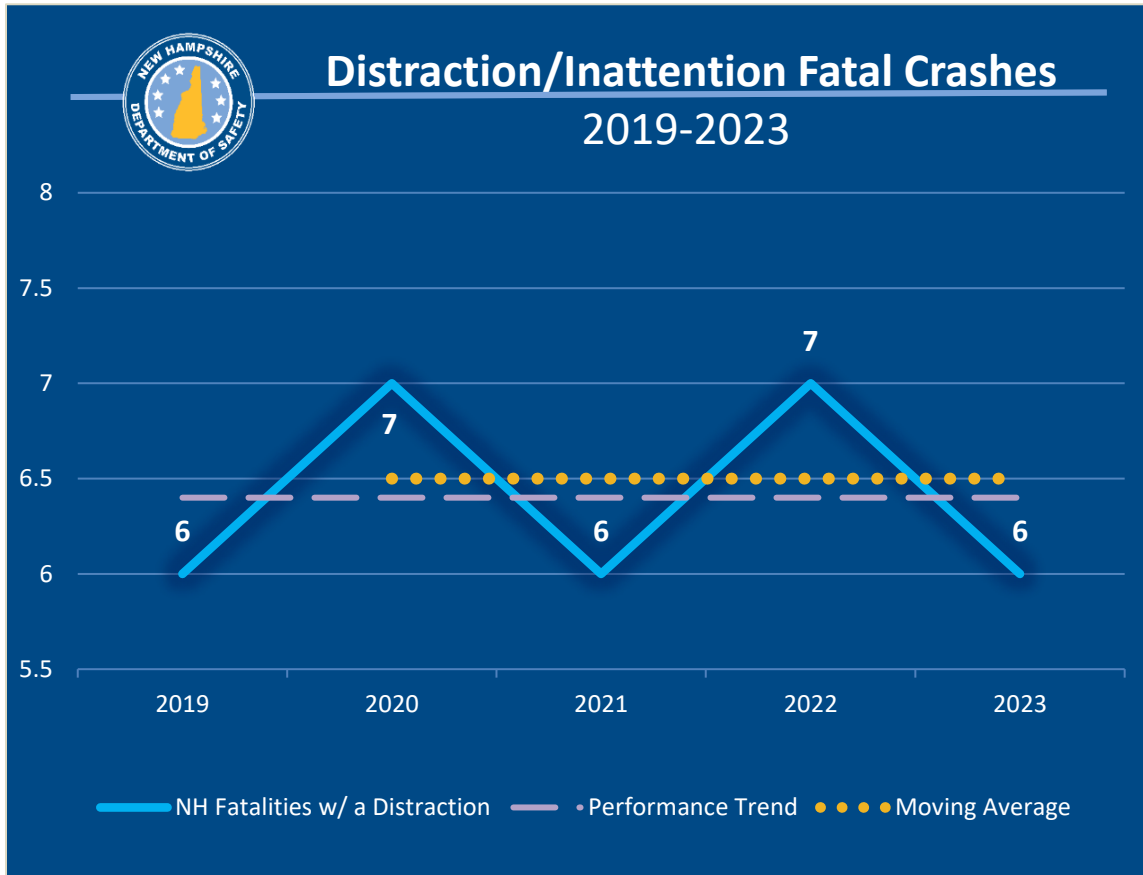
Distracted driving is suspected to continue to be underreported in fatal, serious injury and overall crashes. In 2023, distracted/inattention was the primary cause in 6 fatalities. The methods utilized to gather information pointing to distraction include self-reporting, witness testimony, and any other evidence indicating distraction, which unfortunately has limitations. Despite the data limitations, current trends and observations suggest distracted driving is a growing issue, particularly among younger drivers. NH OHS will make every effort to curb the distracted driving problem, focusing on all age groups, addressing this using effective countermeasures (enforcement, education, outreach, and messaging).

The distracted driving problem has proven difficult to track as a contributing factor in crashes. While every day we see drivers using cell phones or driving distracted in other ways, identifying distracted driving as the reason for a crash is not so easily detected and/or documented. By the time investigators arrive at the scene, indicators that distraction may have been the cause of the crash sometimes no longer exist. Surviving drivers or their occupants rarely freely identify a distraction as the reason for the crash. This can be somewhat compounded as New Hampshire requires a search warrant with adequate probable cause to seize an electronic device for specific evidence.

The following data (Distracted/Inattention Fatal Crash chart below) includes those fatal crashes which we *know* involved a distracted driver. As stated before however, we believe distracted driving is a much more significant cause of fatal crashes than these numbers indicate. In 2023, of the 27,997 crashes reported, over 16% (4,520 crashes) have been found to have "distraction/inattention" as a contributing factor to crashes. For this reason, distracted driving continues to be a priority that NH OHS will focus enforcement, education, outreach and media campaign efforts on.



The table below shows that from 2019 to 2023 there were 32 fatal crashes related to distraction/inattention. As stated above, we expect that this number is under reported.



Source: NH FARS Data

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
A-4) Number of Distraction/Inattention Fatal Crashes	<ul style="list-style-type: none"> • DD Media Campaign • DD Program Management • DD Overtime Enforcement Patrols 	5 Year	2022	2026	4.6

Countermeasure Strategy: DD Media Campaign

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Media Campaign**

Project Safety Impacts

The NH OHS Media Campaign provides funding to conduct public information and educational campaigns, electronic media campaigns, or in-house PSAs to promote the importance of not driving while distracted. Funds shall be used to contract with a public relations firm, organization, association (such as AAA, EVR Advertising, iHeart Media, Destination Media DBA, GSTV, NHIAA, NH Broadcast Association, etc.) to conduct traffic safety public information and educational campaigns at the state or local levels. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. NH OHS will leverage 15, 30, and 60 second PSAs developed under the Teen Driving Programs and modify and/or adjust the message to meet various other age demographics, in an effort to educate the motoring public and potentially reduce the number of distraction related crashes on our roadways. By reducing the total number of distraction related crashes and leveraging these collaborative efforts within the Planned Activity Paid Media, it is projected that we will be able to reduce distracted driving crash-related deaths and injuries across the state.

Linkage between Program Area

The data analysis identifies the State's need to address distracted driving which has claimed lives and caused many injuries. Through a robust Media Campaign within the Planned Activity "Paid Media", coupled with enforcement, the distracted driving fatality five-year average of 4.6 (2022-2026) will be decreased from 4.8 (2021-2025).

Rationale

The media and educational countermeasure strategy was chosen as enforcement alone will not reduce distraction related fatalities. It is imperative for the state to have a robust education and media campaign centered on all distractions that are commonly inhibiting a motor vehicle operator from operating a motor vehicle safely. This countermeasure, coupled with the requisite amount of enforcement of the State's hands-free law, will complement each other.

Planned Activity: Paid Media

Planned Activity Description:

New Hampshire's hands-free law, RSA 265:79-c, currently prohibits the use of a handheld device while operating a motor vehicle. This law has been extremely effective in reducing fatal crashes and SBI.

The NH OHS 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 crashes and fatalities that occur each year.

Funding for this planned activity will be used to support a contract with a public relations firm, organization, or association (such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wildcats, 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/or beverage, grooming, etc. when driving.

Lastly, funding shall be used to support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, NHTSA distracted driving mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media vendors, universities, sports teams (i.e. such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wildcats, 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 NHTSA 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 2025, 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 of injuries and or deaths.

Potential Intended Subrecipients

Project Number	Subrecipient	Location
26-265	AAA	Statewide
26-266	Injury Prevention Center CHAD/DH	Statewide/Lebanon
26-269	Derry CATS	Statewide/Derry
26-271	NH Fisher Cats Baseball	Statewide/Manchester
26-272	I HEART	Statewide/Manchester
26-277	Pine Knoll Racing	Statewide/Sanbornville
26-274	Destination Entertainment Inc GSTV	Statewide
26-275	Matrix Entertainment	Statewide
26-276	NHIAA	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-278	Ross Express	Boscawen
26-281	WMUR TV	Statewide/Manchester
26-284	NH Motor Transport	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-287	EVR Advertising	Statewide/Manchester
26-244	Department of Safety	Statewide/Concord
26-245	Office of Highway Safety	Statewide/Concord
26-289	NH Motor Speedway	Statewide/Loudon

Project Name	Distracted Driving Paid Media
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities with a communication, education and outreach program delivered through media campaign
Project Agreement Number	26- (To be determined. Please see intended projects above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	To be determined
Organization Type	State Highway Safety Office, State Departments, Media outlets, universities, companies, organizations, hospitals, non-profits
Federal Funding Source(s)	402/405e
Eligible Use of Funds	1300.24
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	There are no adjustments.

Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-04-03	Paid Media	IJA/SUP NHTSA 402/405e IJA/SUP	Distracted Driving 402 PM/405e B8APE	2023/2024 2025/2026	\$205,000	\$51,250	

Countermeasure Strategy: DD Program Management

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service/monitor

distracted driving related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration. Funds will also be used to support NH OHS staff in the preparation, processing, monitoring of distracted driving grants, as well as assist in any distracted driving training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help reduce distracted driving fatalities and serious injury.

Linkage between Program Area

In 2023, there were a total of 4,520 non-fatal crashes related to inattention/distraction. As stated in the previous section, we expect that this number and the number of fatalities is underreported. However, with the increased number of law enforcement (currently 158) submitting MMUCC compliant crash reports electronically to the DMV VISION system, we should start to see more accurate distracted driving crash and fatality numbers (more than likely a significant increase in these numbers). In 2023, of the 27,997 crashes reported, over 16% (4,520 crashes) have been found to have "distraction/inattention" as a contributing factor to crashes. Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff, Planning & Administration will greatly enhance the capabilities of the NH OHS. It is anticipated that the implementation and servicing of the distracted driving projects will contribute significantly in our ability to meet the performance target to decrease distracted driving related fatalities to 4.6 (2022-2026 average) from 4.8 (2021-2025 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it directly correlates with the other countermeasures in the AGA and assists with achieving the stated performance goal within the distracted driving program area.

Planned Activity: Planning & Administration (P&A)

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, Program Specialist, and Program Assistant that are involved in the NH Office of Highway Safety Planning & Administration responsibilities.

Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space, and other overhead costs such as supplies, equipment (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 (buy America compliant letter and an approval request letter will need to have NHTSA approval) 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 and Administration may provide oversight of Traffic Records Coordinating Committee, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, Conferences, Events, and the evaluation and analysis of other State traffic safety programs. Funds will also be used for staff to conduct public participation and engagement meeting that will help guide the development and implementation of future projects.

Intended Sub Recipient:

Project Number	Subrecipient	Location
26-04-01	NH Office of Highway Safety	Concord

Project Name	Distracted Driving Planning and Administration
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through program management
Project Agreement Number	26-04-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH OHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 PA
Eligible Use of Funds	23 USC 402
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	None at this time.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-04-01	Planning & Administration	IIJA/SUP NHTSA 402	Planning & Administration 402 PA	2023/2024/ 2025	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Program Management**

Planned Activity Description:

This Planned Activity will support NH OHS staff positions (excluding the Program Manager, NHSP Captain, Program Specialist and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will

work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, light refreshments for press events, indirect costs, audit fees, and office operations, proportional to the program area. Funds will also be used for staff to conduct public participation and engagement meetings that will help guide the development and implementation of future projects.

Intended Sub Recipient:

Project Number	Subrecipient	Location
26-04-02	NH Office of Highway Safety	Concord

Project Name	Distracted Driving OHS Staff
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through program management/staff
Project Agreement Number	26-04-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH OHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Public Participation & Engagement meetings will be conducted in FFY 2026 for communities with advanced public notification to inform members of the community of such an event to discuss highway safety related issues. These meeting will be documented to help the development of highway safety projects within the FFY 2026 AGA.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-04-02	NH OHS Staff	IIJA/SUP NHTSA 402	Distracted Driving 402 DD	2023/2024/ 2025	\$153,250	\$38,313	

Countermeasure Strategy: DD Overtime Enforcement Patrols

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Overtime Enforcement Patrols**

Project Safety Impacts

Funds will be provided to support the New Hampshire State Police (NHSP) and local law enforcement agencies to conduct year-round overtime distracted driving enforcement patrols aimed at enforcing the state's distracted driving laws. Specific times and locations will be based on local data. In addition, the NHSP and local law enforcement agencies will participate in the annual NHTSA distracted driving mobilization, "Put the Phone Away or Pay" high visibility enforcement campaign. This countermeasure will lead to an increased number of summons and warnings sending a message to the motoring public that distracted driving is dangerous and will be enforced across the State.

Linkage between Program Area

Distracted driving fatalities continue to be underreported as anecdotally we know and see driving while distracted occurring often on NH roads. Distracted driving crashes and fatalities are possibly much greater than the current data shows.

This countermeasure strategy is a focused approach placed on changing negative driving behavior to reduce distracted driving by implementing the Overtime Enforcement Patrols and Equipment planned activity. This planned activity is conducted by NH law enforcement to achieve the performance target to decrease distracted driving related fatalities to 4.6 (2022-2026 average) from 4.8 (2021-2025 average). This target was chosen as it is consistent with what we are currently observing on our roadways. We understand that any changes in behavior will be driven by proactive messaging, education, and enforcement as well as aggressive efforts to change acceptable norms.

In FFY 2020, distracted driving signage was funded and deployed on NH roads to inform operators from other jurisdictions of our hand free law and subsequently aide in reducing distraction related fatalities.

In 2026, there continues be more interest by NH law enforcement partners to participate in the NH OHS distracted driving funded enforcement patrols do to trending increase in fatalities (2021-2024) over the past few years. NH law enforcement who were invited by the NH OHS to participate demonstrated commitment through the NH OHS staff review of historical activity and evidence-based data to support awarding FFY 2026 grants.

Rationale

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective. In 2024, NH qualified for additional distracted driving 405e funding. This funding will continue to be used to enhance distracted driving grant programs (enforcement and messaging to the public).

Distracted driving is a key contributor to not only fatalities and serious bodily injury but has been found to contribute to 16% of our total reported non-fatal crashes throughout the state. The use of distracted driving funding will be used to support overtime patrols at the state, county, and local LE level to combat the increasing number of motor vehicle crashes resulting from distracted driving. New Hampshire will utilize 2019 through 2025 crash data to assist in identifying where funds can be best allocated to reduce distraction related crashes. In FFY 2026, approximately 205 law enforcement agencies, were invited to participate (up from 193 in 2025) in grant funded overtime patrols to reduce the number of distraction related fatalities.

Planned Activity: Distracted Driving Enforcement Patrols

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Overtime Enforcement Patrols**

Planned Activity Description:

Funds are requested to provide overtime enforcement (405e funds) 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 (402 funds) to enforce distracted driving laws on roads traversing thru communities 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) and other evidence-based data (traffic data collection, etc.). Crash data will continue to be reviewed throughout the year to effectively allocate resources where and when crashes are occurring.

In 2025, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize distracted driving related crashes. These ideas typically include increasing 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.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA

26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN

26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HAVERHILL PD	HAVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY

26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM

26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON

26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Distracted Driving Enforcement Patrols
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through enforcement activities.
Project Agreement Number	26- (See list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See table above.
Organization Type	State, municipal and county
Federal Funding Source(s)	402 DD/405e Laws
Eligible Use of Funds	1300/1300.24
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no additional distracted driving enforcement countermeasure strategies will be added, increased participation and activity of law enforcement will be highly recommended to increase visibility to prevent distracted driving related crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-04-04	DD Local Enforcement Patrols	IIJA/SUP NHTSA 402	Distracted Driving 402 DD	2023/2024/2025	\$273,900	\$68,475	\$273,900
26-04-04	DD State Enforcement Patrols	IIJA/SUP NHTSA 405e	Distracted Driving 405e Laws B8LDDLE	2025/2026	\$150,000	\$37,500	

Planned Activity: Distracted Driving Mobilizations

Program Area: **Distracted Driving (DD)**

Countermeasure Strategy ID: **DD Overtime Enforcement Patrols**

Planned Activity Description:

Overtime enforcement patrols conducted by State (Troops A, B, C, D, E, F, G and the special enforcement unit) and local police will be conducted in conjunction with media distracted driving messaging efforts during the NHTSA distracted driving national campaign. These important 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 2025, 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.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>	<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26 001	ALEXANDRIA PD	ALEXANDRIA
26 002	ALLENSTOWN PD	ALLENSTOWN
26 003	ALSTEAD PD	ALSTEAD
26 004	ALTON PD	ALTON
26 005	AMHERST PD	AMHERST
26 006	ANDOVER PD	ANDOVER
26 007	ANTRIM PD	ANTRIM
26 008	ASHLAND PD	ASHLAND
26 009	ATKINSON PD	ATKINSON
26 010	AUBURN PD	AUBURN
26 011	BARNSTEAD PD	BARNSTEAD
26 012	BARRINGTON PD	BARRINGTON
26 013	BARTLETT PD	BARTLETT
26 014	BATH PD	BATH
26 015	BEDFORD PD	BEDFORD
26 220	BELKNAP CTY SO	BELKNAP CTY
26 016	BELMONT PD	BELMONT

26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD

26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN
26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HAVERHILL PD	HAVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON

26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY

26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD

26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Distracted Driving Mobilizations
Countermeasure strategy	Decrease distracted driving motor vehicle fatalities through enforcement activities.
Project Agreement Number	26- (See list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See table above.
Organization Type	NH State Police, local and county enforcement agencies
Federal Funding Source(s)	402 DD/405e Laws
Eligible Use of Funds	1300/1300.24
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no additional distracted driving enforcement countermeasure strategies will be added, increased participation and activity of law enforcement will be highly recommended to increase visibility to prevent distracted driving related crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-04-11	DD Local Mobilizations	IIJA/SUP NHTSA 402	Distracted Driving 402 DD	2023/2024 /2025	\$164,050	\$41,013	\$164,050
26-04-11	DD State Mobilizations	IIJA/SUP NHTSA 405e	Distracted Driving 405e Laws/B8LDDLE	2025/2026	\$5,000	\$1,250	

Distracted Driving (DD) - 405 E Grant Application Information

Distracted Driving Sample License Exam Questions

New Hampshire Distracted Driving Questions (automated)

1. What are the two leading causes of fatal crashes among young drivers?
 - a. Not knowing the rules and laws
 - b. Driving late at night and Driving in the rain
 - c. Driving in the snow and Driving too fast
 - d. **Cellular phones and Speeding**

2. Distracted Driving is which of the following?
 - a. Drinking coffee
 - b. Talking on the phone
 - c. Talking to passengers
 - d. **All of the above**

3. Texting while driving is safe when?
 - a. At slow speeds
 - b. Late at night when traffic is light
 - c. On long straight sections of the road
 - d. **Never**

4. A hand held portable device is okay to use for?
 - a. Looking at text message while you drive as long as you don't answer
 - b. Streaming music and changing songs while you drive
 - c. Taking pictures while driving
 - d. **New Hampshire Law prohibits the use of hand held portable devices while driving with the exception of making an emergency call for help**

5. When can you use your cell phone in a commercial motor vehicle?
 - a. When coordinating your next stop
 - b. During heavy traffic at slow speeds
 - c. **Never, It is against Federal Motor Carrier Regulations**

Program Area: Impaired Driving - Drug & Alcohol (ID)

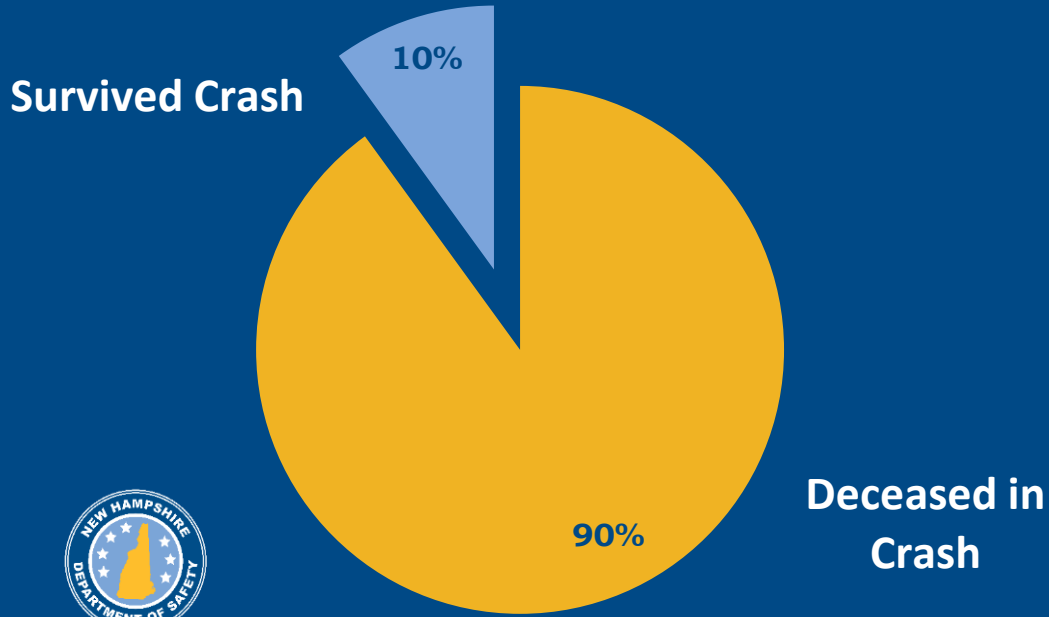
In 2023, 38 of the 127 fatalities that occurred on New Hampshire roads were alcohol related or 30%. Also, important to note in 2023, is that drug tests came back positive for the presence of drugs in 75 operators involved in fatal crashes. Historically, New Hampshire has always

participated in national impaired driving campaigns. Over the last three years, NH OHS realized that a more balanced and concerted effort towards combining education and media messaging with joint enforcement initiatives would better suit our goals. In FFY 2023, NH OHS established an impaired driving task force and currently, in FFY 2024, completed the impaired driving strategic plan that continues to be updated to address the serious issue of impaired driving and the crashes resulting in injuries and or deaths. The charts provided below are utilized to assist in the development of our countermeasures and subsequent planned activities to address this problem.

Below is the summary by chart of New Hampshire’s Impaired Driving challenges:

State of New Hampshire 2023 Alcohol-Related Operator Death Rates			
BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	2	1	66.7%
.080 - .119%	7	1	87.5%
.120 - .159%	5	0	100.0%
.160 - .209%	5	0	100.0%
.210 - .259%	6	1	85.7%
.260 + Higher	2	0	100.0%
Totals	27	3	90.0%

2023 Operators with BAC of 0.040% or Greater



Historical Comparison of Totals

	Deceased Operators	Surviving Operators	Death Rate
2018	33	7	82.5%
2019	24	7	77.4%
2020	27	4	87.1%
2021	32	3	91.4%
2022	42	7	85.7%

State of New Hampshire

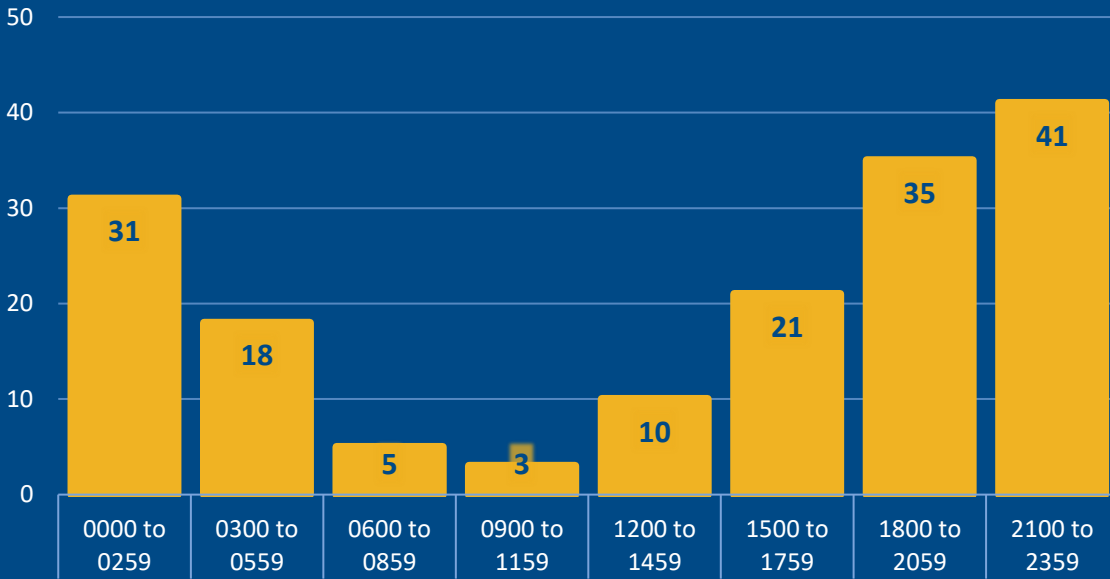
2023 Fatal Crash ~ Alcohol Impairment Levels by Age

All Victims

Age	Blood Alcohol Concentration (BAC) Ranges						Total
	.040 - .079	.080 - .119	.120 - .159	.160 - .209	.210 - .259	.260 & Higher	
15 - 20	0	1	0	0	0	0	1
21 - 25	2	0	0	0	2	1	5
26 - 30	0	0	0	1	1	0	2
31 - 45	0	2	3	2	4	0	11
46 - 55	0	4	3	1	0	0	8
56 - 64	1	0	0	0	0	1	2
65 & up	0	1	1	1	0	0	3
Total	3	8	7	5	7	2	32

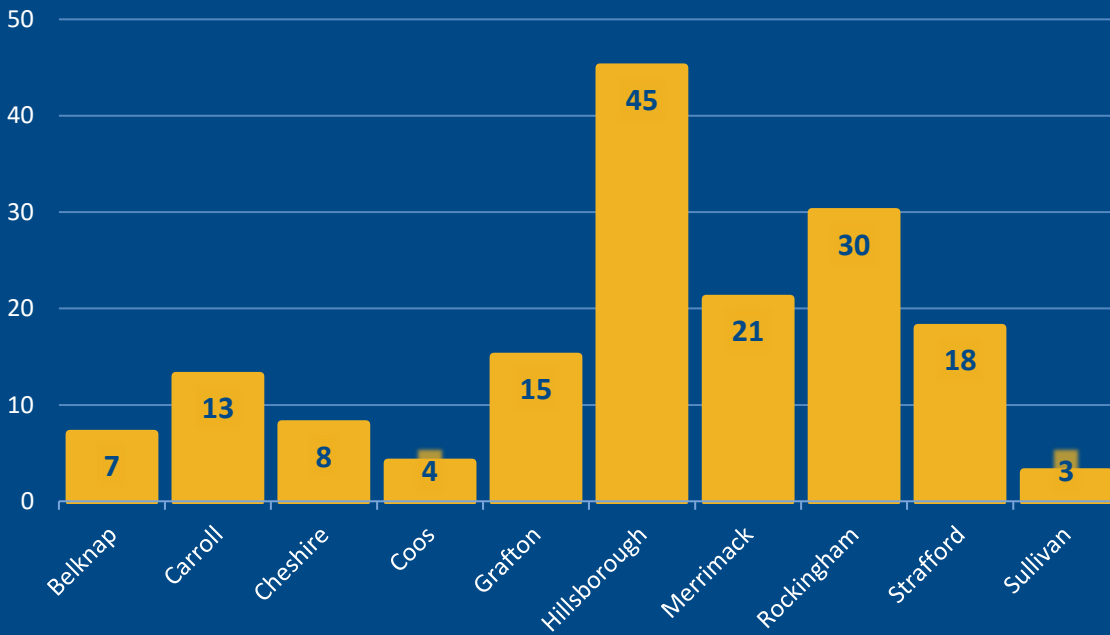


Alcohol-Impaired Fatal Crashes by Time of Day 2019-2023





Alcohol-Impaired Fatal Crashes by County 2019-2023



State of New Hampshire

2023 Alcohol-Impaired Crashes~ Fatalities by County

County	Alc-Impaired Crashes	Total Crashes	% of Fatalities
Belknap	1	7	14.3%
Carroll	0	8	0.0%
Cheshire	4	12	33.3%
Coos	1	3	33.3%
Grafton	3	12	25.0%
Hillsborough	6	22	27.3%
Merrimack	5	18	27.8%
Rockingham	4	27	14.8%
Strafford	2	9	22.2%
Sullivan	0	1	0.0%
Total	26	119	21.8%

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
5	C-5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2022	2026	34.2

Using a funding methodology for FFY 2026 that will focus heavily on fatal and serious injury crashes to identify communities with the highest priority will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach we hope to prevent crashes from occurring to create a downward trend in our drive toward zero.

Providing our law enforcement partners with the appropriate tools to enforce highway safety laws is essential to creating safer roadways for New Hampshire’s citizens and visitors. The primary goal of NH OHS and its partners is to decrease impaired driving fatalities on New Hampshire’s roadways. The strategies identified for accomplishing this goal include:

- Funding high visibility enforcement, public information, outreach, and educational campaigns
- Vendor and NH OHS developed New Hampshire based impaired driving (PSA’s, social media posts, banners (to include electronic), messaged to the public.
- Funding prosecutorial and paralegal program
- Funding a traffic safety resource prosecutor/investigative paralegal (to analyze DUI reductions)
- Funding a drug recognition expert (DRE) and ARIDE program
- Funding a phlebotomy program
- Funding preliminary breath test (PBT) devices
- Continued impaired driving task force collaboration with highway safety partners
- Continued improvements to the impaired driving strategic plan
- Continued Public Participation and Engagement meetings to receive important feedback from the public to reduce impairment related crashes
- Community outreach and betterment (COB) presentations to include school resource officer involvement in presenting impaired driving topics to students and parents.
- Funding the Governor’s Highway Traffic Safety Conference (discussion and presentations centered mostly on impaired driving topics)

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	<ul style="list-style-type: none"> • ID Education / Training / Outreach (media) • ID Overtime Enforcement & Equipment • ID Program Management • ID Prosecution/Adjudication • ID Phlebotomy 	5 Year	2022	2026	34.2

Countermeasure Strategy: ID Education/Training/Outreach

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Project Safety Impacts

Traffic Safety Resource Prosecutor (TSRP) & Investigative Paralegal: Funds shall be provided to support a Traffic Safety Resource Prosecutor that will provide training, resources, and guidance to law enforcement agencies. Training for law enforcement officers will include the following:

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

highway safety issues to the NH Supreme Court.

- Assist any prosecution by the NH Attorney General's Office involving highway safety or motor vehicle issues.
- Analyze and maintain all the DUI reduction letters submitted state-wide.
- Update the NH Impaired Driving Manual.
- Serve on the NH Impaired Driving Taskforce and Traffic Safety Commission

Drug Recognition Expert (DRE) Training: This DRE Administration countermeasure is an important countermeasure that helps address the impaired driving issues New Hampshire is currently experiencing due to the drug epidemic that has more drug impaired motorists driving on New Hampshire roads.

The devastating effects of the drug epidemic in New Hampshire are widespread (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). New Hampshire consistently has had one of the highest rates of overdose deaths in the country. In 2023, there were 431 deaths attributed to overdoses, an 11.5 percent decrease from the 2022, 487 recorded drug overdose deaths. In 2024, total confirmed drug deaths (282) decreased 34.6 percent (4 deaths still pending toxicology) from the 2023, 431 drug overdose deaths (New Hampshire Office of Chief Medical Examiner Drug Data 3/05/2025). For more information on this topic visit www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state.

This countermeasure is an important component that links to enforcement efforts being conducted throughout New Hampshire to remove the impaired driver from roads by training law enforcement to become experts in the field of drug recognition and give other LEO's access to a trained DRE. As of 2025, 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.

Impaired Driving Conference: This task will provide funding for the Impaired Driver Conference conducted by the NH OHS. This conference will be scheduled at a venue that will support 300 plus attendees. This is an important conference for New Hampshire. This task is supported by CTW Chapter 1, Section 7.3.

The Impaired Driving Conference shall feature a keynote speaker who will kick off the Impaired Driver Conference in conjunction with a Drunk and/or Drugged Driving NHTSA 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 from other parts of the country to attend the conference and/or require an honorarium for services) to educate attendees on important highway safety issues.

Judicial Outreach Liaison: This important countermeasure provides outreach/education and training for trial judges on trending impairment related issues (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) to reduce recidivism and potential impairment related crashes and the resulting injuries and or deaths.

Phlebotomy Program: This important countermeasure provides outreach/education and training for law enforcement officers and the designated contracted phlebotomist company. Comprehensive training sessions, conducted for participating law enforcement will incorporate proper procedures for requesting a blood draw, preparing the arrestee, maintaining the integrity of the evidence for the phlebotomist and accurately completing the necessary documentation, including AIS forms (DSSP 325 Blood Sample Collection Forms, and chain-of-custody logs. Training for the contracted phlebotomist will be specific to law enforcement scenarios, emphasizing the importance of precise documentation and adherence to forensic phlebotomy best practices. Training on the importance of proper storage of blood tubes during transport and storage should also be a part of the best practices training.

Linkage between Program Area

Traffic Safety Resource Prosecutor (TSRP)& Investigative Paralegal: The TSRP & the Investigative Paralegal efforts will support law enforcements efforts to remove impaired drivers from New Hampshire roads by enhancing the knowledge and skills of law enforcement and prosecutors to increase the number of impaired drivers who are removed from the road through successful prosecution, thereby enhancing public safety and minimizing impairment related

crashes and the resulting injuries and or deaths. This countermeasure contributes to the overall mission statement of the NH OHS to facilitate this program to save lives and reduce injuries on New Hampshire roads.

Drug Recognition Expert (DRE) Training: This countermeasure is an important component that links to law enforcement efforts by providing law enforcement with DRE trained experts to use when conducting DWI/DUI/DRE enforcement patrols (saturation, sobriety checkpoints).

This alcohol and drug impaired data supports the necessity of this DRE Administration countermeasure and the funding to support it to help minimize the performance target that decreases alcohol impaired fatalities from 36.8 (2021-2025 average) to 34.2 alcohol impaired fatalities (2022-2026 average).

Judicial Outreach Liaison: This countermeasure provides the necessary education and training to trial judges on trending impairment related issues (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) to reduce recidivism and potential impairment related crashes and the resulting injuries and or deaths.

Phlebotomy Program: This countermeasure is an important component that links to law enforcement efforts and DRE trained experts who work together to remove the drug impaired driver from NH roads.

Rationale

Traffic Safety Resource Prosecutor (TSRP) & Investigative Paralegal: The TSRP enhances the NH OHS Impaired Driving program by facilitating DUI prosecutions and is a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area.

Drug Recognition Expert (DRE) Training: The DRE Training contributes to the overall mission statement of the NH OHS through the facilitation of this countermeasure to save lives and reduce injuries on New Hampshire roads.

Impaired Driving Conference: The opportunity to educate and perform outreach on the topic of Drunk and Drugged driving is enhanced by this conference which supports 300 plus attendees and is messaged out to the public in several media outlets.

Judicial Outreach Liaison: To provide outreach/education and training for trial judges on trending impairment related issues (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) to reduce recidivism and potential impairment related crashes and the resulting injuries and or deaths.

Phlebotomy Program:

Phlebotomy Program: Provides an important component necessary to connect with other projects as an ID countermeasures to remove the impaired drugged driver from the road to save lives and reduce recidivism.

Planned Activity: Impaired Driving Traffic Safety Resource Prosecutor (TSRP) & Investigative Paralegal

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

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 \$276,027.00 current expenses (to include training and educational materials, printing/binding costs, office supplies, telephone, equipment rental, telecommunication, cell phone, building rent, maintenance, DoIT transfers, etc.) at \$23,329.00, travel expenses (to include in-State/out- of-State travel, etc.) at \$9,100.00, indirect cost at \$15,477.80 and funding at \$1,100.00 to support contractual services and a Groups.io website/database that allows law enforcement and prosecutors the ability to access material posted by DOJ to meet grant requirements. 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 2026 to remove impaired drivers from New Hampshire roads. In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-255	Department of Justice	Concord

Project Name	Impaired Driving Traffic Safety Resource Prosecutor & Investigative Paralegal.
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	26-255
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Justice
Organization Type	State Department
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 and/or 1300.24/405d B6CS
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment has been made to this countermeasure strategy by adding an investigative paralegal to this project to assist the TSRP and track NH DUI reductions.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-05	ID TSRP	IIJA/SUP 405d Impaired Driving Low	405d Impaired Driving Low/Mid 405d B5CS	2024/2025	\$325,033.80	\$81,258.45	

Planned Activity: Impaired Driving DRE Training

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Planned Activity Description:

New Hampshire continues to experience a drug epidemic that has resulted in many overdose deaths (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). However, in 2024, total confirmed drug deaths (282) decreased 34.6 percent (4 deaths still pending toxicology) from the 2023, 431 drug overdose deaths (New Hampshire Office of Chief Medical Examiner Drug Data 3/05/2025). Law enforcement are not only seeing alcohol impairment on New Hampshire roads but also continued 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 recruitment 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 better detect impaired drivers to remove these individuals from NH roads to save lives.

This planned activity will allow the Office of Highway Safety to provide funds to support a contractor to work as a New Hampshire’s Drug Evaluation Classification Program (DECP) State Coordinator that will 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 2025, 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 2025, 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 90 students per class
- SFST – 3-4 Classes of approximately 60 Students per class
- SFST Refresher - 3 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:

1. The annual IACP conference to include out-of-state/ In-State travel costs (airfare, lodging, registration, meals, transportation based on state contracts, (miscellaneous) associated with the administration of the DRE Program by the State Coordinator.
2. In addition, costs associated with Phase III of the Field Certification process. Attendees will be (12) students and (6) instructors and the DRE Coordinator.
3. Day-to-day Out-of-state/In-State travel associated with DECP training and administration of affiliated training programs.
4. 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 NH OHS DUI/DUI Drug initiatives DRE's.

5. Drug Recognition Expert Call Outs throughout the state/reimbursement of funds to agencies sending Drug Recognition Experts for enforcement related drug evaluations within its community or neighboring communities. Additionally, these funds will allow member agencies to send a respective off-duty DRE to a neighboring agency that has requested the services of a certified Drug Recognition Expert.
6. 100 Licenses for ITSMR (Institute for Traffic Safety Management & Research) to enter DRE evaluations into the National Database.
7. State and local DRE Instructor review of all DRE evaluation reports submitted.
8. DRE Course Manuals 12 students/6 Instructors (Updated 2023 Curriculum) X 1 Classes DRE Instructor Candidate Manuals, DRE Kits (pressure cuff, stethoscope, pen light, gloves, pupilometers, DRE Classification Cards-Singer Design, UV Light, magnifying glass, DRE Kit Bag, USB Drives.), ARIDE Course Manuals

Funding for this planned activity will cover costs associated with a contractor to administer the New Hampshire DECP Program through a DECP Coordinator. Funding shall be provided to support the DECP Coordinator activities at \$84,500.00 as well as travel at \$10,000.00.

Funding will be used to support DRE training at \$203,432.00 to include 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.

Intended Sub Recipients:

NH Office of Highway Safety (DECP Coordinator and New Hampshire DRE's)

Project Number	Subrecipient(s)	Location
26-07-07	NH Office of Highway Safety	Concord
26-291	NH DRE, LLC	Eliot, ME

Project Name	Impaired Driving DRE Training
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	26-07-07/26-291
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety/NH DRE, LLC
Organization Type	State Highway Safety Office/Contractor
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 and/or 1300.24/405d B6CS
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment was made to this countermeasure for funds to support a contractor to administer the New Hampshire DECP program.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-07	ID DRE Training	IIJA/SUP 405d Impaired Driving Low	405d Impaired Driving Low 405d FDLC5	2023/2024	\$297,932.00	\$74,483	
26-07-07	ID DRE Coordinator	IIJA/SUP Impaired Driving 405d Mid	405 Impaired Driving 405d Mid B5CS	2024/2025	\$94,500	\$23,625	

Planned Activity: Impaired Driving Judicial Outreach

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

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 2026. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stops, arrests, 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 2025, 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.

Intended Subrecipients

Project Number	Subrecipient	Location
26-255	Department of Justice	Concord
26-258	NH Judicial Branch	Concord
26-259	NH Courts	Concord

Project Name	Impaired driving judicial outreach
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	26- (see table above of potential subrecipients assigned project numbers)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	NH Department of Justice/NH Judicial Branch/ NH Courts
Organization Type	State Departments
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 and/or 1300.24/405d B6CS
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	There has been no adjustment to this strategy as the NH OHS continues to explore using one of the subrecipients mentioned above in conjunction with the NHTSA judicial outreach liaison to assist in facilitating education, training and outreach activities to reduce impairment related fatalities on NH roads.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-12	ID Judicial Outreach	IJA/SUP Impaired Driving 405d Mid	405d Impaired Driving Mid 405d B5CS	2024/2025	\$15,000	\$3,750	

Planned Activity: Impaired Driving Conference

Program Area: **Impaired Driving - Drugs & Alcohol (ID)**

Countermeasure Strategy ID: **ID Education/Training/Outreach**

Planned Activity Description:

This planned activity will provide funding for the Governor’s Traffic Safety Conference conducted by the NH OHS with assistance from a contractor (AAA Northern New England, etc.). 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. impairment, speed, distracted driving, occupant protection, related fatalities, etc.). In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-245	NH Office of Highway Safety	Concord
26-265	AAA Northern New England	Statewide
TBD	Contractor	Statewide

Project Name	Impaired driving conference
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	26-07-06/26-245/26-265/TBD
Amendment to Add Project Numbers	no
Subrecipients(s)	NH Office of Highway Safety /AAA Northern New England/TBD
Organization Type	State Highway Safety Office/Organization
Federal Funding Source(s)	402/405d Impaired Driving Mid or 405e Flex
Eligible Use of Funds	1300.23 and/or 1300.24/405d Mid Police Traffic Services/405d M50T or 405e M8*PT or 402 AL
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment has been made to this countermeasure to involve AAA Northern New England or contractor (TBD) as a partner to help conduct this conference with the NH OHS. Also, adjustments were made to allow funding to support audio visual equipment to be used during conference to ensure quality.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-06	ID Conference	IJA/SUP 405d Impaired Driving 405d Mid	405d Mid Police Traffic Services 405d M50T 405d Mid	2024/2025	\$33,750	\$8,437.50	
26-07-06	ID Conference	IJA/SUP NHTSA 402	Impaired Driving 402 AL	2023/2024/ 2025	\$11,250	\$2,812.50	

Countermeasure Strategy: ID Media Campaign

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Media Campaign**

Project Safety Impacts

Utilization of modern; scope specific media resources will allow the NH OHS to develop, deploy, and monitor the effectiveness of media and social media on the identified impaired driving problem. By utilizing the data related to impaired driving and specifically targeting the high-risk populations identified, at the appropriate times and locations, the NH OHS will develop a strategic plan utilizing target based planned activities to reduce fatalities related to impaired driving.

Linkage between Program Area

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 speeding, distracted driving, alcohol and/or drug impaired driving as reflected in C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS).

Rationale

Internal policies dictate that all media and communications activities will support data-driven objectives and will be coordinated with other activities and enforcement efforts. Crash as well as citation data is used not only for planning enforcement activities but also to determine the target audience and the media channels directed towards them.

Planned Activity: Impaired Driving Paid Media

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Media Campaign**

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 4th, 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 2025, 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.

Intended Subrecipients

Project Number	Subrecipient	Location
26-265	AAA	Statewide
26-266	Injury Prevention Center CHAD/DH	Statewide/Lebanon
26-269	Derry CATS	Derry
26-271	NH Fisher Cats Baseball	Statewide/Manchester
26-272	IHEART	Statewide
26-277	Pine Knoll Racing	Statewide/Sanbornville
26-274	Destination Entertainment Inc GSTV	Statewide
25-275	Matrix Entertainment	Statewide
26-276	NHIAA	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-278	Ross Express	Boscawen
26-281	WMUR TV	Statewide
26-284	NH Motor Transport	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-244	Department of Safety	Statewide/Concord
26-245	NH OHS	Statewide/Concord
26-287	EVR Advertising	Statewide/Manchester
26-289	NH Motor Speedway	Statewide/Loudon

Project Name	Impaired Driving Paid Media
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training and outreach activities.
Project Agreement Number	26-07-03/25- (Intended subrecipients with assigned project numbers listed above).
Amendment to Add Project Numbers	Yes
Subrecipients(s)	See intended subrecipient list above.
Organization Type	State highway safety office/state departments /organizations/universities/associations/institutions/companies, etc.
Federal Funding Source(s)	405d Impaired Driving Low
Eligible Use of Funds	1300.23 and/or 1300.24/405d Impaired Driving Low/405d FDLPEM
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments have been made, the NH OHS has hired a media vendor to enhance highway safety messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-03	ID Paid Media	I/JA/SUP 405d Impaired Driving Low/ 405d mid	405d Impaired Driving Low/Mid 405d B6PEM 405d B5PEM	2023/2024/ 2025	\$356,000	\$89,000	

Countermeasure Strategy: ID Overtime Enforcement & Equipment

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Overtime Enforcement & Equipment**

Project Safety Impacts

Funds shall be provided to support law enforcement agencies to conduct overtime impaired driving enforcement patrols (individual cruiser), saturation patrols (multiple cruisers/focused area), DUI checkpoints, as well as the purchasing of equipment. Any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant.

Currently, New Hampshire continues to experience a drug epidemic that is contributing to many overdose deaths (see www.drugabuse.gov/drug-topics/opioids/opioid-summaries-by-state). This drug epidemic may also be contributing to the overall increase in impaired driving that law enforcement has seen typically with alcohol impairment but now is seeing an increase over the years with drug impairment. Drug impairment and especially poly drug and alcohol combined impairment has a detrimental impact on an operator's ability to operate a motor vehicle safely. New Hampshire has recently seen a rise in arrests related to poly-drug use and alcohol impairment.

DWI/DUI/DRE funded enforcement efforts (patrols, saturation, sobriety checkpoints) will be conducted in areas of the state where impaired driving is a problem. This countermeasure will involve enforcement effort to increase the number of impairment related arrest to remove the impaired driver from New Hampshire roads. In FFY 2026, the NH OHS has planned high visibility enforcement (HVE) strategies to support national mobilizations and the national highway safety goals to reduce motor vehicle related fatalities. HVE strategies along with robust media campaigns will coincide with NHTSA mobilizations campaigns in FFY 2026 designed to reduce alcohol or drug impaired operation under the following titles; *“Drive Sober or Get Pulled Over”*, *“Ride Sober or Get Pulled Over”*, *“Drive High, Get a DUI”*, *“Buzzed Driving is Drunk Driving”*, *“If You Feel Different, You Drive Different”*. NH State police and local law enforcement will participate in NHTSA mobilizations in FFY 2026.

This alcohol and drug impaired program area supports the necessity of this impaired driving enforcement and equipment countermeasure. Funding for this program area will continue to help support reducing impaired driving fatalities to achieve the performance target. This countermeasure contributes to the overall mission statement of NH OHS through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads. Charts below depict impairment for BAC levels of 0.04 % or greater to reflect impairment for all motorists age groups.

State of New Hampshire

2023 Fatal Crash Statistics ~ Alcohol/Drug Involvement

➤ 34 of the 119 fatal crashes that occurred in 2023 were alcohol-related* or 28.6%. (0.04% or greater BAC)

➤ 38 of the 127 fatalities recorded in 2023 were alcohol-related* or 29.9%.

➤ Drug tests came back positive for the presence of drugs in 75 operators involved in fatal crashes during 2023. This does not imply causation or fault of the fatal crash. (based upon toxicology results trace amount and greater)

➤ In 2023, the average BAC of operators involved in New Hampshire fatal crashes with a known BAC result of 0.040% or greater is 0.164%.

➤ August had the highest number of alcohol-related* fatal crashes with 8.

➤ Cheshire County had the highest percentage of alcohol-impaired crashes per county with 33.3% or 4 out of 12 crashes having involved a party with a 0.080% or above BAC.

➤ The highest BAC level for an operator during 2023, was 0.348%. This is up from 0.284% recorded during 2022.

➤ Of the 30 operators with a BAC of 0.040% and greater, 27 are deceased as a result of the fatal crash ~ a death rate of 90%

➤ 3 of the 16 pedestrian victims had a BAC recorded at 0.08% or higher. 9 of the 16 pedestrian victims tested positive for drugs.

➤ 29 of the 40 motorcyclists killed or 72.5% tested positive for alcohol and/or drugs. (BAC of 0.040% + greater/drugs trace amounts + greater).

➤ The highest BAC for a person under 21, living or deceased, was 0.102% in 2023, down from 0.198% in 2022.

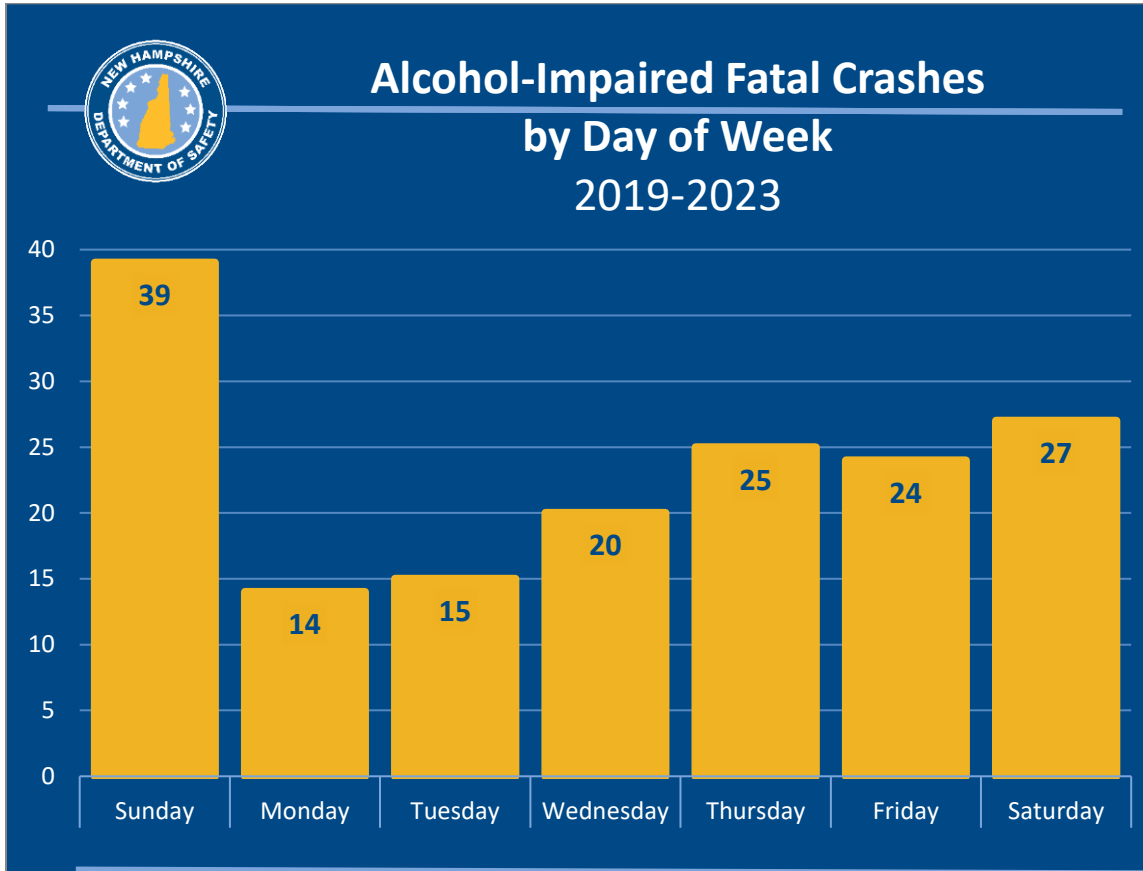
* The term "related" does not imply causation.

The data below shows that most alcohol-related operator deaths on New Hampshire roadways involved a BAC between 0.80% - .259%

State of New Hampshire			
2023 Alcohol-Related Operator Death Rates			
BAC Range	Deceased Operators	Surviving Operators	Death Rate
.040 - .079%	2	1	66.7%
.080 - .119%	7	1	87.5%
.120 - .159%	5	0	100.0%
.160 - .209%	5	0	100.0%
.210 - .259%	6	1	85.7%
.260 + Higher	2	0	100.0%
Totals	27	3	90.0%

The data below indicates that the historical BAC trend of total alcohol related fatal crashes on NH roadways continues to hold steady at over 85% from 2020 - 2022.

Historical Comparison of Totals			
	Deceased Operators	Surviving Operators	Death Rate
2018	33	7	82.5%
2019	24	7	77.4%
2020	27	4	87.1%
2021	32	3	91.4%
2022	42	7	85.7%



Source: NH FARS

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, there were 82 alcohol and/or drug related fatal crashes (68.9% of the crashes) which claimed 88 victims (69.3% of the total 127 fatalities). This is a decrease from 2022, that had 100 alcohol and/or drug related fatal crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities). In 2023, drug tests came back positive for the presence of drugs in 75 operators involved in a fatal crash. In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash.

The NH OHS provided funding for new chromatograph equipment purchased in 2019 by the NH State Police Lab that has helped expand the list of drugs that can be identified leading to more accurate data that can be linked to drug use and crashes.

The alcohol and drug impaired data supports the necessity of this impaired driving enforcement countermeasure and the funding to support it and will help to continue the five-year average

baseline (2022-2026) performance trend and help meet the performance target. This countermeasure contributes to the overall mission statement of NH OHS, through the facilitation of enforcement and equipment to save lives and reduce injuries on New Hampshire roads.

Rationale

The impaired driving overtime enforcement countermeasure strategy creates a multi-pronged approach and will help to achieve the stated performance goal within the Impaired Driving program area. Through proactive enforcement and subsequent monitoring, the use of overtime enforcement patrols and funding of other ancillary activities is expected to meet its targets for FFY 2026.

Planned Activity: Impaired Driving DWI/DUI/DRE Patrols, Checkpoints, Equipment

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Overtime Enforcement & Equipment**

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 2026 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 Crash Records Management System (CRMS) data base) and the state's Fatality Analysis Reporting System (FARS). Impaired driving enforcement efforts will focus on the problem of impaired driving throughout FFY 2026 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 the most 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, etc.), or locations that have a large number of establishments or establishments identified to overserve. In FFY 2026, 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 2025, 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.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN

26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN

26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HAYERHILL PD	HAYERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON

26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH

26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH

26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Impaired Driving DWI/DUI/DRE patrols, Checkpoints and Equipment
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through deterrence: Enforcement activities and equipment support.
Project Agreement Number	26- (See intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See intended subrecipient list above
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	1300.23/1300.24/1300.31/Alcohol 402 AL/405d Impaired Driving Mid 405d M5PEM
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments were made law it will be recommended that law enforcement continue to be highly visible and active during patrols to change negative driving behavior to prevent crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-04	ID DWI/DUI/DRE Patrols, Checkpoints,	IJA/SUP NHTSA 402	Alcohol 402 AL	2023/2024/ 2025	\$363,900	\$90,975	\$363,900
26-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, and Equipment	IJA/SUP 405d Impaired Driving 405d Low 405d Mid	405d Impaired Driving Mid 405d FDLHVE 405d M5HVE	2022/2023/ 2024/2025	\$400,000	\$100,000	

Planned Activity: Impaired Driving National Campaigns (mobilizations)

Program Area: Impaired Driving - Drug & Alcohol (ID)

Countermeasure Strategy ID: **ID Overtime Enforcement & Equipment**

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. High Visibility Enforcement (HVE) strategies along with robust media campaigns will coincide with NHTSA mobilizations campaigns in FFY 2026 designed to reduce alcohol or drug impaired operation under the following titles; *“Drive Sober or Get Pulled Over”*, *“Ride Sober or Get Pulled Over”*, *“Drive High, Get a DUI”*, *“Buzzed Driving is Drunk Driving”*, *“If You Feel Different, You Drive Different”*. NH State police and local law enforcement will participate in NHTSA mobilizations in FFY 2026.

Additionally, top performing law enforcement (identified by the NH OHS as being successful making 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, etc.), and a large number of establishments or establishments identified to overserve. In 2025, public participation and community outreach and betterment meetings allowed the public to discuss freely, ideas, to minimize impaired driving related crashes. Some of these ideas included increased enforcement by New Hampshire state police (Troops A, B, C, D, E, F, G, and the Special Enforcement Unit), and local and county law enforcement to address impaired driving violations committed by the motoring public on roads traversing throughout New Hampshire (to include high crash corridor roads). Meetings involving the public will continue each year to help guide the NH OHS in the implementation of projects designed to minimize overall crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>	<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26 001	ALEXANDRIA PD	ALEXANDRIA
26 002	ALLENSTOWN PD	ALLENSTOWN
26 003	ALSTEAD PD	ALSTEAD
26 004	ALTON PD	ALTON
26 005	AMHERST PD	AMHERST
26 006	ANDOVER PD	ANDOVER

26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE

26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN
26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HVERHILL PD	HVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER

26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA

26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON

26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Impaired driving national campaigns (mobilizations)
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through deterrence: Enforcement activities and equipment support.
Project Agreement Number	26- (Intended subrecipients with assigned project numbers listed below).
Amendment to Add Project Numbers	No
Subrecipients(s)	See intended subrecipient list below.
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 USC (Alcohol 402 AL) /1300.23 (405d Impaired Driving Mid/405d M5HVE)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments were made law it will be recommended that law enforcement continue to be highly visible and active during patrols to change negative driving behavior to prevent crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-11	ID National Campaigns	IJA/SUP NHTSA 402	Alcohol 402 AL	2023/2024/2025	\$376,850	\$95,000	\$376,850
26-07-11	ID National Campaigns	IJA/SUP 405d Impaired 405d Driving Mid	405d Impaired Driving Mid 405d M5HVE	2024/2025	\$40,000	\$10,000	

Countermeasure Strategy: ID Program Management

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Funds will be used to support the NH OHS staff in the preparation, processing, monitoring of impaired driving grants, impaired driving training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted. Staff members will work to service enforcement, distracted driving, seat belt, and impairment related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in impairment related fatalities.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, there were 82 alcohol and/or drug related fatal crashes (68.9% of the crashes) which claimed 88 victims (69.3% of the total 127 fatalities). This is a decrease from 2022, that had 100 alcohol and/or drug related fatal crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities). In 2023, drug tests came back positive for the presence of drugs in 75 operators involved in a fatal crash. In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash.

Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff, Planning & Administration, will greatly enhance the capabilities of the NH OHS. This countermeasure strategy will also help towards the implementation and servicing of all enforcement efforts, equipment, media messaging and other projects to help continue the downward trend to reduce the performance target from 36.8 (2021-2025 average) to 34.2 (2022-2026 average) and the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above.

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area.

Planned Activity: Impaired Driving Planning & Administration

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, 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, audit fees, office space, and other overhead costs, including supplies, equipment (sound system for campaigns, initiatives, trainings, events or conferences), materials, and indirect costs, proportional to this program area., materials, indirect costs, proportional to this program area.

Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “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 this planned activity. Also, position(s) under planning and 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 2025, 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 that the public had for NH OHS staff and administration included implementing 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.

Intended Sub Recipient:

Project Number	Subrecipient	Location
26-07-01	NH Office of Highway Safety	Concord

Project Name	Impaired driving planning and administration
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through program management.
Project Agreement Number	26-07-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402 PA
Planning and Administration	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment was made to include a NHSP Captain.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-01	ID Planning & Administration	IIJA/SUP NHTSA 402	Planning & Administration 402 PA	2023/2024/ 2025	\$124,750	\$124,750	

Planned Activity: Impaired Driving NH OHS Staff

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, Accountant, NHSP Captain, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, and office operation, proportional to the program area, audit fees and indirect costs. In 2025, 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 that the public had for NH OHS staff and administration included implementing 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.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-07-02	NH Office of Highway Safety	Concord

Project Name	Impaired driving NH OHS staff
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through program management.
Project Agreement Number	26-07-02
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402 (Alcohol 402 AL)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. However, more focus will be given to NH OHS staff to conduct public participation and engagement highway safety meetings to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-02	ID NH OHS Staff	IJA/SUP/ NHTSA 402	Alcohol 402 AL	2023/2024/ 2025	\$167,500	\$41,875	

Countermeasure Strategy: ID Prosecution / Paralegal

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Prosecution/Adjudication**

Project Safety Impacts

This countermeasure is to support the activities of Prosecutors (2) and a Paralegal position(s). This countermeasure will play an active role in helping to remove impaired drivers from New Hampshire roads through prosecution.

This countermeasure also supports the New Hampshire State Police by substantially eliminating trooper prosecution in DWI/DUI cases and allows State Police the ability to more efficiently and proactively enforce the impaired driving laws to remove the impaired driver from New Hampshire roads, ultimately, minimizing impairment related crashes and the resulting injuries and or deaths.

The drug crisis in New Hampshire has also resulted in a greater number of DUI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively. This countermeasure will provide prosecution for highly technical DUI Drug trials which often involve expert witnesses and extensive pretrial preparation. This countermeasure will address the DWI/DUI drug impaired traffic safety issues to remove these drivers from NH roads.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, there were 82 alcohol and/or drug related fatal crashes (68.9% of the crashes) which claimed 88 victims (69.3% of the total 127 fatalities). This is a decrease from 2022, that had 100 alcohol and/or drug related fatal crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities).

In 2023, drug tests came back positive for the presence of drugs in 75 operators involved in a fatal crash. In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash. This alcohol and drug impaired data supports the necessity of the prosecutors and paralegal countermeasure and will therefore help to potentially continue a downward trend to reduce the performance target from 36.8 (2021-2025 average) to 34.2 (2022-2026 average) and the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above.

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

This countermeasure contributes to the overall mission statement of NH OHS to facilitate this program to save lives and reduce injuries on New Hampshire roads.

Rationale

The Prosecutors and Paralegal countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area. The funding of associated activities surrounding DUI/DWI prosecution will provide the intellectual resources to effectively prosecute motorists who have operated a motor vehicle while under the influence of drugs and/or alcohol. In past years, New Hampshire had used troopers to prosecute their own DUI cases. This resulted in the dismissal of or pleas on many DUI related cases because troopers did not always have DUI related expertise to prosecute these cases. Funding this countermeasure will provide prosecutorial resources and expertise to affectively prosecute violators allowing troopers more time on the road to enforce motor vehicle laws.

Planned Activity: Impaired Driving Prosecutors & Paralegals

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Prosecution/Adjudication**

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) Increased Prosecution of State Police DUI Alcohol/Drug cases: The additional funding support for the DOS prosecution unit will provide enhanced coverage for DWI cases in courts located throughout New Hampshire. Additional support will ensure that most State Police DUI trials will be prosecuted by an attorney prosecutor. Moreover, with the increasing number of DUI arrests being made, the prosecutors will be able to focus on these cases throughout the state and provide prosecutorial support, as well as conduct focused training in the areas of report writing and trial preparation, and prosecution of directed patrol and drug impaired driving cases. In addition, the DUI grant prosecutors will be able to prosecute the highly technical DUI Drug trials which often involve Troopers who are Drug Recognition Experts, expert medical witnesses and extensive pretrial preparation. The drug crisis in New Hampshire has resulted in a greater number of DUI Drug cases, which in turn, requires more prosecutorial resources to address the caseload effectively.
- B) Prosecutorial Training: The Department of Safety prosecutors and paralegals support hours will enhance the unit's ability to provide additional training to state police to include having DUI focused prosecution trainings throughout the year in all troops with the goal of providing approximately 24 training sessions in FFY 2026.

- C) 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. For FFY 2026, the goal is to maintain the level of prosecution for 95% of Troops involved in DWI and DWI related cases. This goal is set keeping in mind that the delay in cases being scheduled may result in the numbers of cases resolved during the stated timeframe being somewhat reduced.

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 DUI 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/DUI Alcohol and Drug cases in courts located throughout 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 being able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI/DUI 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 2026 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 5,850 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 DWI/DUI related cases and provide training to troopers currently responsible for the preparation and prosecution of DWI/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 \$411,292.87, Current expenses at \$4,170.00 (i.e. telephone, DOIT transfers, DOS network fees), Travel at \$11,500.00 and indirect costs at \$74,732.60

Intended Sub Recipient

Project Number	Subrecipient	Location
26-244	NH Department of Safety, Bureau of Hearings and Prosecution	Concord

Project Name	Impaired driving prosecutors and paralegals
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	26-244
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Safety, Bureau of Hearings and Prosecution
Organization Type	State Department
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 (405d Impaired Driving Mid 405d B5CS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	This countermeasure has not been adjusted as prosecutors and paralegals have been providing the support needed to NH State Police to prosecute DUI cases.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-08	ID Prosecutors & Paralegal	IJA/SUP 405d Impaired Driving Mid	405d Impaired Driving Mid 405d B5CS	2024/2025	\$501,696.00	\$125,424	

Countermeasure Strategy: ID Phlebotomy Program

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Phlebotomy Program**

Project Safety Impacts

This countermeasure provides funding to support a contract with a qualified, certified phlebotomy service capable of providing 24/7 on-call response within the designated county to implement an efficient and legally sound process of obtaining blood samples (post-arrest) from arrestees for alcohol and/or drug analysis. This countermeasure will play an active role in helping to remove impaired drivers from New Hampshire roads by providing more complete and/or expanded testing and impairment related data to the OHS and law enforcement partners to develop more targeted interdiction and mitigation strategies.

The drug crisis in New Hampshire has also resulted in a greater number of DUI related crashes, which in turn, requires more resources to address the caseload effectively. This countermeasure will provide for a highly qualified phlebotomist to process these cases. This countermeasure is designed to decrease alcohol and drug impaired motor vehicle fatalities by implementing enforcement and other efforts using accurate and timely DUI fatal and non-fatal crash causation data obtained through phlebotomy blood draws and analysis.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, there were 82 alcohol and/or drug related fatal crashes (68.9% of the crashes) which claimed 88 victims (69.3% of the total 127 fatalities). This is a decrease from 2022, that had 100 alcohol and/or drug related fatal crashes (80% of the crashes) which claimed 107 victims (73.3% of the total 146 fatalities).

In 2023, drug tests came back positive for the presence of drugs in 75 operators involved in a fatal crash. In 2022, drug tests came back positive for the presence of drugs in 71 operators involved in a fatal crash.

This alcohol and drug impaired data supports the necessity of the phlebotomy program countermeasure and will therefore help to potentially continue a downward trend to reduce the performance target from 36.8 (2021-2025 average) to 34.2 (2022-2026 average) and the number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above.

Funds under this planned activity will support activities related to alcohol and or drug related phlebotomy blood draws. This countermeasure contributes to the overall mission statement of NH OHS to facilitate this program to save lives and reduce impairment related crashes on New Hampshire roads.

Rationale

The phlebotomy countermeasure strategy was selected as a planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Impaired Driving program area. The funding of associated activities surrounding DUI/DWI phlebotomy blood

draws and testing to follow will provide the resources to effectively determine causation related to impairment.

Planned Activity: Impaired Driving Phlebotomy Program

Program Area: **Impaired Driving - Drug & Alcohol (ID)**

Countermeasure Strategy ID: **ID Phlebotomy Program**

Planned Activity Description:

This planned activity will provide funding to support a contract with a qualified, certified phlebotomy service capable of providing 24/7 on-call response within the designated county to implement an efficient and legally sound process of obtaining blood samples (post-arrest) from arrestees for alcohol and/or drug analysis.

Driving while impaired remains a significant concern on New Hampshire roads, especially with the increasing prevalence of drug use beyond alcohol consumption. The need for a program that can effectively collect samples for drug testing has become imperative. In recent years, there has been a growing challenge as medical providers are becoming less willing to participate in legal blood draws and even when willing to do so are dealing with staffing shortages, hindering law enforcement's ability to gather crucial evidence. To address this issue, funds shall be utilized to contract with a company specialized in conducting all legal blood draws.

The local expenditure requirement shall be met with this state planned activity by ensuring that the state reaches out to the local subdivision to request written documentation that confirms the local benefit to the community (removing the impaired driver from roads traversing through the community, etc.) to allow blood draw related expenditures of contractor (state activity) to be used towards the local expenditure requirement as blood draws conducted will only be conducted in those applicable local communities located within the designated county.

This initiative aims to streamline the process of collecting evidence related to impaired driving cases involving drugs to enhance the efficiency of law enforcement efforts in combating this pressing issue.

This planned activity will also support the designated county through the implementation of the following planned phases:

1. The initial phase will focus on program development and infrastructure. This includes identifying and securing a qualified, certified phlebotomy service capable of 24/7 on-call response within the designated county. A contract will be developed, clearly outlining the phlebotomist's responsibilities, response times, adherence to sterile procedures,

chain-of-custody protocols, and compensation structure. This phase will also involve collaboration with the law enforcement agencies, the County Attorney's office, the New Hampshire State Police Forensic Laboratory and the judiciary to establish clear protocols for requesting phlebotomy services, the blood draws in accordance with state and federal laws regarding search and seizure.

2. The second phase will concentrate on operational readiness and training. This involves establishing a clear communication protocol between law enforcement officers and the designated contracted phlebotomist company, including a dedicated contact method for urgent response. Comprehensive training sessions will be conducted for participating law enforcement agencies on the proper procedures for requesting a blood draw, preparing the arrestee, maintaining the integrity of the evidence for the phlebotomist, and accurately completing all necessary documentation, including ALS forms, DSSP 325 Blood Sample Collection Forms, and chain-of-custody logs. The phlebotomist will also undergo training specific to law enforcement scenarios, emphasizing the importance of precise documentation and adherence to forensic phlebotomy best practices.

3. The third phase will involve the execution and ongoing management of the pilot program. Upon an officer's request, after obtaining consent through the ALS process the phlebotomist will respond promptly to the designated location (e.g., police station, jail) to perform the blood draw. This includes properly identifying the arrestee, explaining the procedure, and safely collecting the blood sample using sterile equipment. The phlebotomist will be responsible for labeling samples with subject name and general draw date and time, initiating the chain-of-custody, utilizing the DSSP 325, and handing samples over to the law enforcement officer witnessing the blood draw. The officer is then responsible for further evidence packaging and labeling of the evidence as well as proper storage until such time as it can be transported to the NHSP forensic laboratory. Beyond the initial draw, this phase also provides for the phlebotomist's potential testimony in court.

Funding for this planned activity will be provided to reimburse the phlebotomy service (contractor) at \$500.00 per blood draw to cover expenses related to travel, time needed to draw blood, and potential court time.

Project Name	Impaired driving phlebotomy program (contractor)
Countermeasure strategy	Decrease alcohol and drug impaired motor vehicle fatalities by implementing a phlebotomy program using a contractor to conduct blood draws on potential impaired drivers to establish confirmed impairment.
Project Agreement Number	26-293
Amendment to Add Project Numbers	No
Subrecipients(s)	To be determined
Organization Type	Company/contractor
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 U.S.C 402 1300 (402 AL Impaired Driving) /1300.25 (405d Impaired Driving Mid 405d B5BAC)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment has been made to implement a phlebotomy program using a phlebotomy service (contractor) to conduct blood draws to more efficiently establish the presence of alcohol and/or drugs.

Intended Sub Recipient

Project Number	Subrecipient	Location
26-293	Phlebotomy Service(contractor) TBD	Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-07-13	ID Phlebotomy Program	IIAJ/SUP NHTSA 402	NHTSA 402 AL	2023/2024/ 2025	\$150,000	\$37,500	\$150,000

Program Area: Motorcycle Safety (MC)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
7	C-7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2022	2026	22
8	C-8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2022	2026	12.6

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 2023, 30 of the 40 motorcycle victims (75%) were not wearing a helmet. Also in 2023, 72.5% of the motorcycle fatalities tested positive for alcohol and/or drugs.

FFY 2026 Motorcycle Rider Training Program

Demand for motorcycle training continues to exceed availability due to staffing shortages in 2025. Recruitment and retention of motorcycle instructors remains a priority. While interest in becoming an instructor for the program continues to be good the current hiring freeze limits moving forward with recruitment. Currently, in 2025, there are 174,780 MC endorsements compared to 174,954 in 2024. As of June 9, 2025, there are 70,527 motorcycles registered in the state. Please see below for a list of NH counties in which the NH Division of Motor Vehicles plans to conduct Motorcycle Rider Training (MRT) Courses throughout the remainder of 2025 and through the end of FFY 2026.

Complete List of Counties in the State	Planned Training Site Information by County		Registered Motorcycles In Each County
	Is there a Training Site Planned in County?	Number of Planned Training Sites per County	
Belknap County	No	-	5,432
Carroll County	No	-	2,477
Cheshire County	No	-	4,353
Coos County	No	-	2,045
Grafton County	Yes	1	4,942
Hillsborough County	Yes	1	15,933
Merrimack County	Yes	3	8,285
Rockingham County	Yes	2	18,125
Strafford County	Yes	1	6,161
Sullivan County	No	-	2,774
TOTALS	5	8	70,527

Motorcycle fatality data for 2023 is as follows:

- ❖ 40 motorcycle fatalities up 25% from 2022 (32)
- ❖ No helmet was worn in 75% of the motorcycle fatalities
- ❖ 72.5% of the motorcycle fatalities tested positive for alcohol and/or drugs.
- ❖ Riders in the age group 21-40 made up 42% and the 51-61+ age group made up 53% of the motorcycle fatalities.
- ❖ 84% of motorcycle fatalities occurred between the timeframe of 0900 and 2059
- ❖ 46% occurred on Saturday & Sunday
- ❖ 62% of motorcycle fatalities occurred from July thru September
- ❖ 76% of motorcycle fatalities occurred in either Grafton, Hillsborough, Merrimack, or Rockingham counties

Motorcycle Non-Fatal Crash Data for 2021 is as follows:

- ❖ 654 Motorcycle crashes in 2021, 2.3% of the total non-fatal 28,092 crashes
- ❖ 503 serious injuries (A-C)
- ❖ 752 motorcycle crash occupants
- ❖ No helmet worn in 37.6% of the 503 injured occupants
- ❖ 23.3% of the serious injuries (A-C) occur between the timeframe of 1400 and 1659
- ❖ 42.9% occur on a Saturday and Sunday
- ❖ 26.6% occur in the months of July and August
- ❖ 42.9% occur in either Hillsborough or Rockingham County

State of New Hampshire

2023 Motorcycle Statistics

- 37 Fatal Crashes in 2023 involved a motorcycle, 31.1% of the total 119 crashes.
- 40 Victims resulted from the motorcycle crashes, 31.5% of the total 127 fatalities.
- 30 of the 40 motorcycle victims in 2023 were not wearing helmets or 75%.

Of the 37 motorcycle fatal crashes occurring in 2023, 26 crashes determined the motorcycle operator to be "at fault" or 70.1% of all motorcycle fatal crashes. *

*This includes crashes with only one vehicle involved

Historical Comparison Motorcycle Victim Classification

	2019	2020	2021	2022	2023
Operator	27	21	22	31	37
Passenger	3	4	4	1	3
Bicyclist	0	0	0	1	0
Pedestrian	0	1	0	0	0
Total	30	25	26	33	40

Historical Comparison Motorcycle Operator* Age

Age	2019	2020	2021	2022	2023
15 to 20	1	1	0	1	0
21 to 30	3	7	5	7	9
31 to 40	2	4	6	6	7
41 to 50	8	8	7	5	2
51 to 60	14	3	2	9	7
61+	11	6	4	5	13
Total	39	29	24	33	38

* Involved in a fatal crash (deceased or living).

Historical Comparison Alcohol / Drug Related MC Crashes

	2019	2020	2021	2022	2023
Crash	18	18	18	23	23
Fatality	24	20	20	24	26
% Total MC Crashes	52%	75%	90%	83%	62%

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-7) Number of motorcyclist fatalities (FARS)	<ul style="list-style-type: none"> • MC Media Campaign • MC Program Management 	5 Year	2022	2026	22
C-8) Number of unhelmeted motorcyclist fatalities (FARS)		5 Year	2022	2026	12.6

Countermeasure Strategy: MC Media Campaign

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Media Campaign**

Project Safety Impacts

A media campaign will be created and designed to promote and distribute a professionally formulated series of media messaging (i.e. social media, radio, television, signage, etc.) to the public throughout the State. This campaign will message motorcycle rider awareness to all drivers and motorcyclists. In addition, this media campaign will message the public about the Motorcycle Rider Training (MRT) program to encourage more motorcyclist and new students to participate as well as promote intermediate and experienced riders to participate to sharpen skills and encourage continued safe riding. Messaging will also inform the public of the need for experienced motorcycle riders to consider becoming an instructor of the MRT program to

help provide the necessary training and instruction to the many riders wanting to participate in this course to be a safer rider and receive an official endorsement to ride. This activity will directly impact the media campaign countermeasure strategy, which will result in an increased awareness of motorcycles and motorcycle riders, thus reducing the number of fatalities and serious injury of motorcyclists.

Linkage between Program Area

In the five-year period of 2019 to 2023 there was an average of 30.6 motorcycle fatalities. In 2021, there were 752 motorcycle crashes (212 occurred in June) resulting in 503 injuries and 26 fatalities. The NH OHS has set a performance target that decreased the number of motorcycle fatalities for the period of 2022 to 2026 to 22 based on the most current motorcycle data. The countermeasure chosen and planned activities will provide a statewide media campaign that will bring a heightened awareness to all motorists to be aware of motorcyclists on the road to include a more robust motorcycle media campaign conducted before the motorcycle season begins and prior to motorcycle week. In addition, it will bring an increased awareness about the MRT program to attract and hire more instructors and train more riders. Having safer riders and drivers that are more aware of motorcycles on the road, will help to decrease motorcycle fatalities meeting our five-year performance target of 22 for 2022- 2026.

Rationale

Using all types of media to inform the motoring public about the importance of operating a vehicle in and around motorcycles will provide the messaging and education necessary to compliment the enforcement efforts by our State, County, and Local law Enforcement agencies.

Planned Activity: MC Paid Media

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Media Campaign**

Planned Activity Description:

NH OHS will continue 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 2026. In 2025, the motorcycle taskforce released important messaging to the public to include: “share the road in and around motorcycles”, “look twice to save a life”, and “ride S.M.A.R.T”. In FY 2025, there has been 1 motorcycle fatality (as of 6/19/25) during NH bike week with three more days left of NH bike week. Funds shall also be used to support

the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2025, 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

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Statewide/Concord
26-265	AAA	Statewide
26-248	NH Division of Motor Vehicles	Statewide/Concord
26-272	IHEART	Statewide
26-274	Destination Entertainment Inc GSTV	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-281	WMUR TV	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-244	NH Department of Safety	Statewide/Concord
26-287	EVR Advertising	Statewide/Manchester

Project Name	Motorcycle Paid Media
Countermeasure strategy	Decrease motorcycle fatalities through communication, education and outreach activities
Project Agreement Number	26- (To be determined)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	See table above
Organization Type	NH Highway Safety Office, State departments, media outlets, universities, companies, non-profits, associations, organizations, etc.
Federal Funding Source(s)	405f
Eligible Use of Funds	1300.25 (405f Paid Advertising 405f M9MA/405f M9MT)
Planning and Administration (if applicable)	No
Promised Project	Yes
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustments have been made, the NH OHS will continue to work with a media vendor to provide highway safety messages to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-05-03	Paid Media	IIJA/SUP 405f Motorcycle Programs	405f Paid Advertising 405f M9MA	2022/2023/2024/ 2025/2026	\$60,000	\$15,000	
26-05-03	Program Delivery of MC Training	IIJA/SUP 405f Motorcycle	405f M9MT	2022/2023/2024/ 2025/2026	\$19,888	\$4,972	

Countermeasure Strategy: MC Program Management

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service enforcement, distracted driving, media, and seat belt related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings within the planned activity Planning & Administration. Funds will be used to assist the NH OHS staff in the preparation, processing, monitoring of motorcycle safety related grants, as well as assist in any motorcycle safety training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted. Efforts made under this countermeasure and within these planned activities will contribute to the overall mission to reduce motorcycle fatalities and serious injuries.

Linkage between Program Area

In 2021, there were 752 motorcycle crashes, 26 motorcycle fatalities and 503 serious bodily injury crashes (A-C). Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff, Planning & Administration, will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment, and other projects, and will therefore help to minimize motorcycle fatalities and help achieve the 2026 target set that decreases motorcycle fatalities from 23.6 (2021-2025 average) to 22 (2022-2026).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Motorcycle program area.

Planned Activity: Planning & Administration

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, 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, 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 and 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. Also, the NH OHS program manager is actively involved in the NH motorcycle taskforce. This taskforce will continue to work on important motorcycle messaging that will be released to the motoring public for 2026. In 2025, 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”, etc. In FY 2025, currently there has been 1 motorcycle fatality (as of 6/19/2025) during NH bike week. In 2025, 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 NH OHS leadership 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.

Intended Sub Recipients:

26-05-01	NH Office of Highway Safety	Concord
----------	-----------------------------	---------

Project Name	Motorcycle planning and administration
Countermeasure strategy	Decrease motorcycle fatalities through program management.
Project Agreement Number	26-05-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC/Planning and Administration (402 PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment has been made to add a NHSP Captain to increase efficiencies of the NH OHS.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-05-01	Planning & Administration	IIJA/SUP NHTSA 402	Planning and Administration 402 PA	2023/2024/ 2025	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Motorcycle Safety (MC)**

Countermeasure Strategy ID: **MC Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, NHSP Captain, Accountant and Program Assistant) to coordinate the development and

implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, light refreshments for press events, indirect costs, audit fees and office operations, proportional to the program area. In 2025, 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 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.

Project Name	Motorcycle NH OHS Staff
Countermeasure strategy	Decrease motorcycle fatalities through program management.
Project Agreement Number	26-05-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405f
Eligible Use of Funds	1300.25 (BIL 405f Motorcycle Programs Flexed /405f FF* MC)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustments will continue to be made to ensure NH OHS staff conducts public participation and engagement meetings with communities.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-05-02	NH Office of Highway Safety	Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-05-02	NH OHS Staffing	IIJA/SUP 405f Motorcycle Programs Flexed	IIJA/SUP 405f Motorcycle Programs Flexed 405f FF* MC	2023/2024/2025/ 2026	\$15,000	\$3,750	

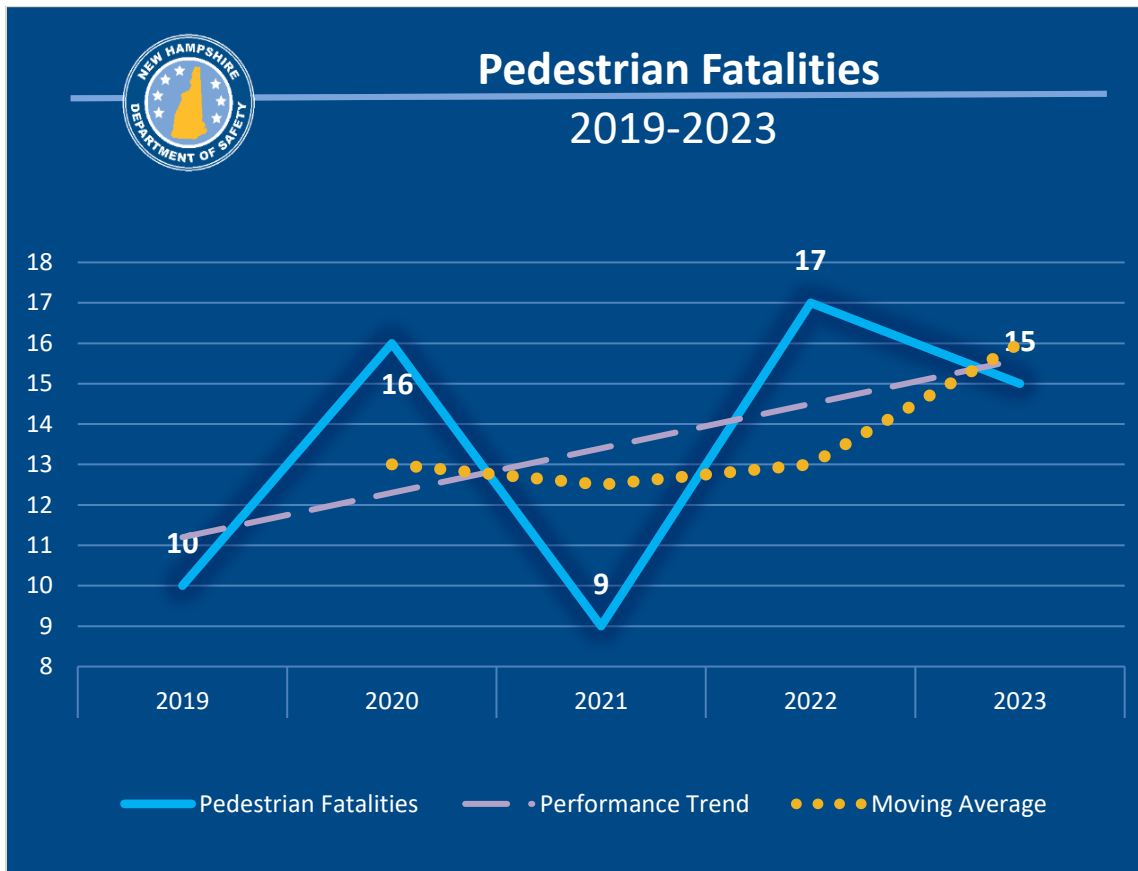
Program Area: Pedestrian & Bicyclist (PB)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
10	C-10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2022	2026	10.6
11	C-11	C-11) Number of bicyclist fatalities (FARS)	5 Year	2022	2026	1.6

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. As the table below shows, the five-year average 2019-2023 of 13.4 pedestrian fatalities has increased slightly from 2018-2022 five-year average of 12. Bicyclist fatalities have remained relatively unchanged over the past 10 years; however, this number could change if not maintained through continued enforcement, education and outreach.



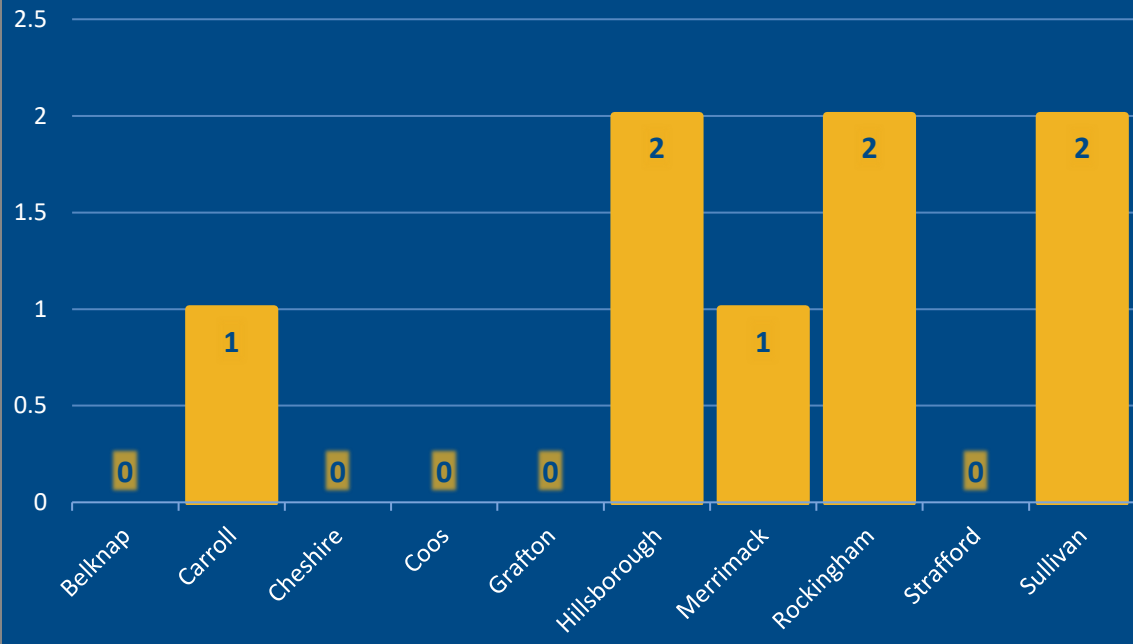
In 2023, pedestrians were 11.8% of all fatalities in New Hampshire, increasing approximately 1.7% from 11.6% in 2022. In 2023, bicyclists were 0.8% of all fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicyclist fatalities in New Hampshire are few compared to the national average, this continues to be an area of concern, as low pedestrian and bicycle fatality numbers could easily change if not maintained by the NH OHS through enforcement, education, and outreach.

New Hampshire bicyclist fatality numbers are relatively low, however, there is the potential for this number to increase as there are many communities that have high bicycle activity.

When looking at the bicycle fatal crash by county 5-year period (2019-2023) average, chart below, Hillsborough County had (2) bicycle fatalities, followed by Rockingham (2), and Sullivan (2). These three counties had the highest number of bicyclist fatalities in New Hampshire. Because of the small number of bicycle fatality data, it is difficult to draw any statistically significant conclusions from this data. However, it is reasonable to determine locations where potential bicycle fatalities could potentially occur based on population, bicycle activity, and non-fatal bicycle crashes once accurate data is analyzed.

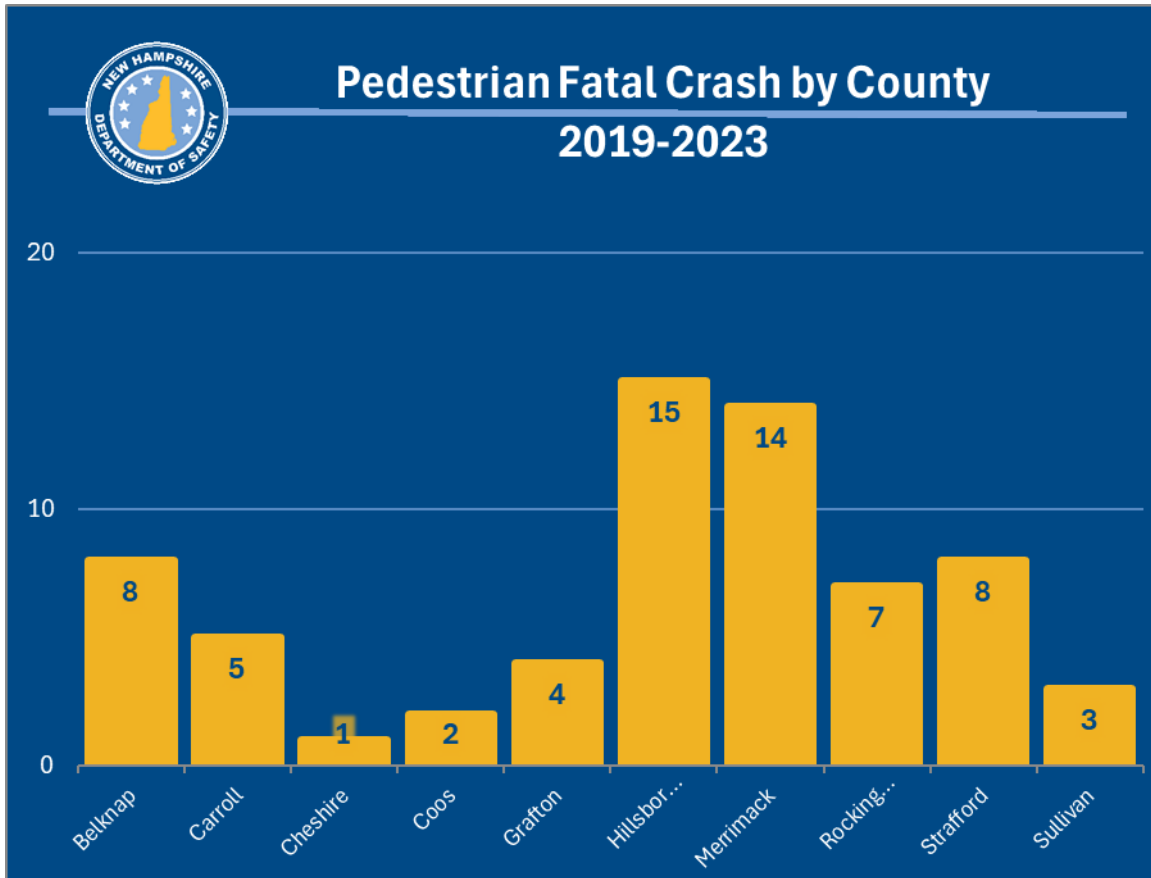


Bicyclist Fatal Crash by County 2019-2023

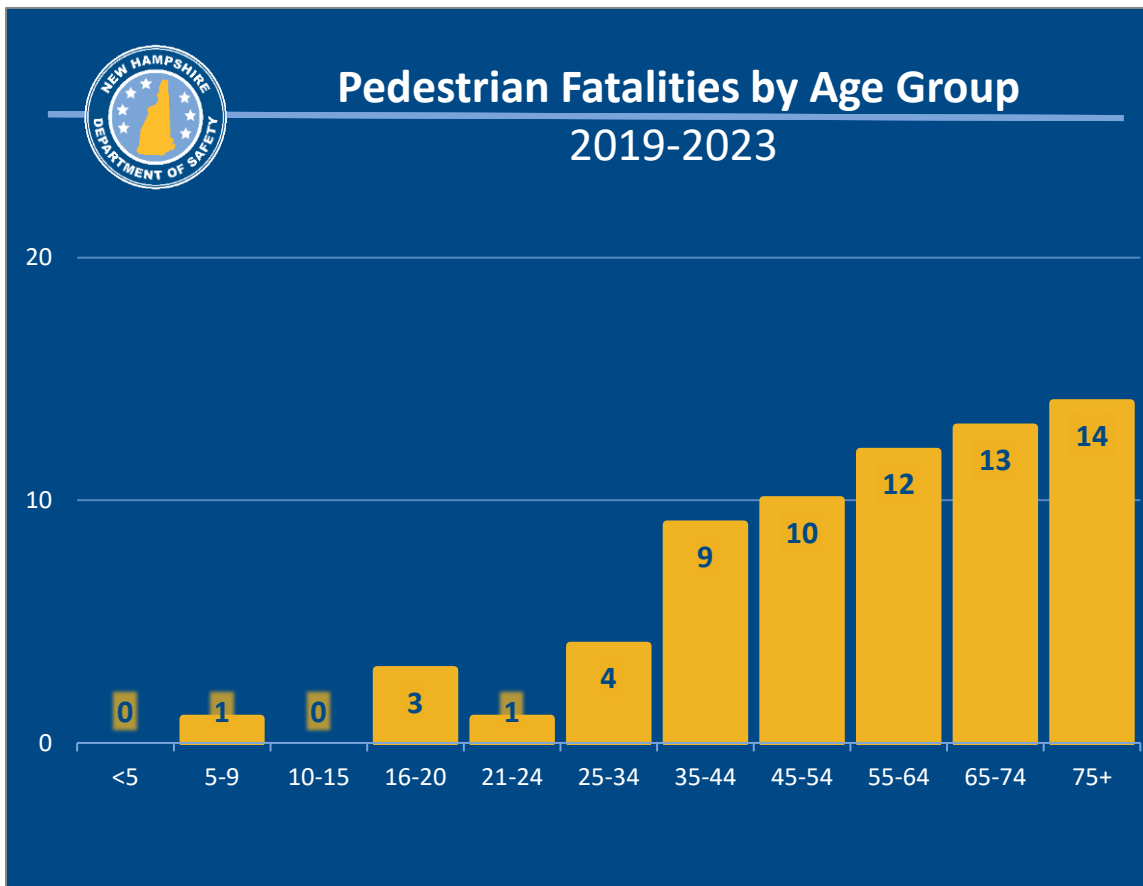


The countermeasure strategies will focus primarily on pedestrian safety while maintaining bicyclist fatalities at no more than 1.6 (2022-2026) for 2026.

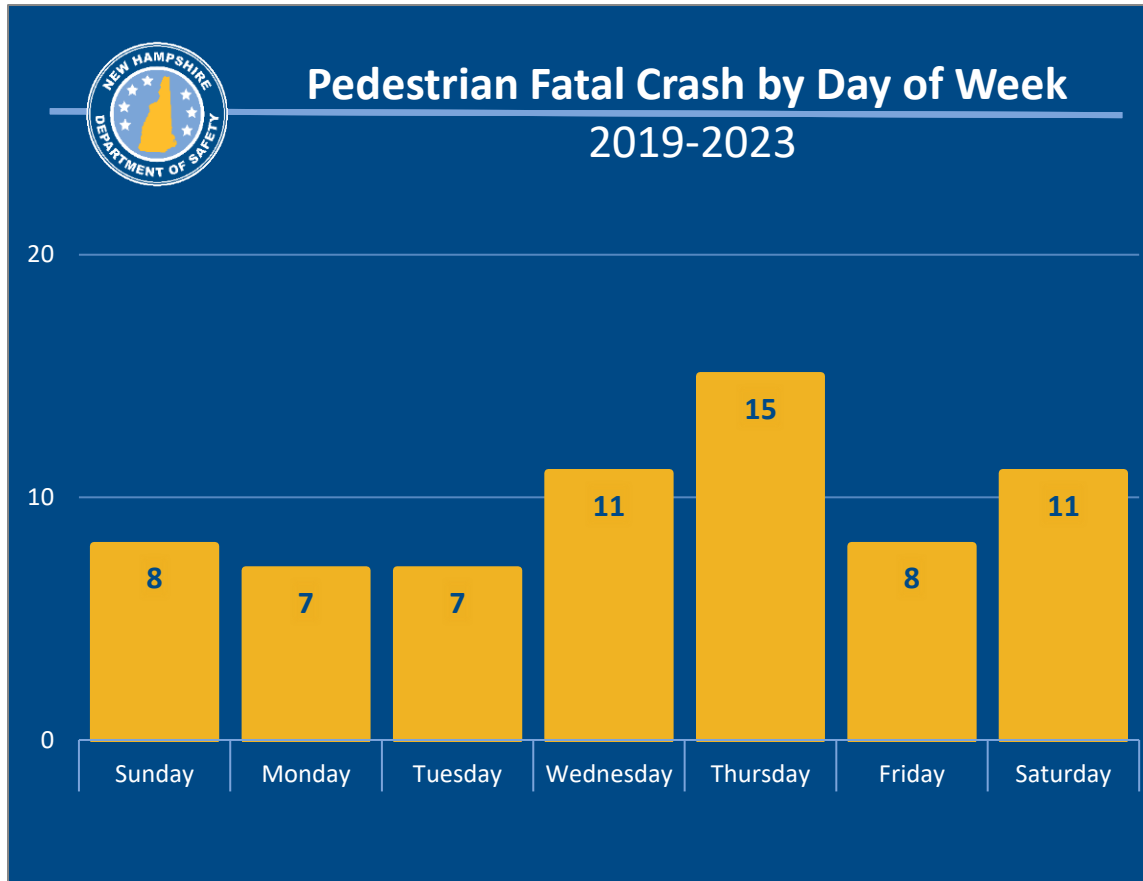
As the table below depicts, over a five-year period (2019-2023) average pedestrian fatalities by County. Hillsborough had (15) pedestrian fatalities, followed by Merrimack (14), Strafford (8), Belknap (8), Rockingham (7), Carroll (5), Grafton (4), Sullivan (3), Coos (2), and Cheshire (1).



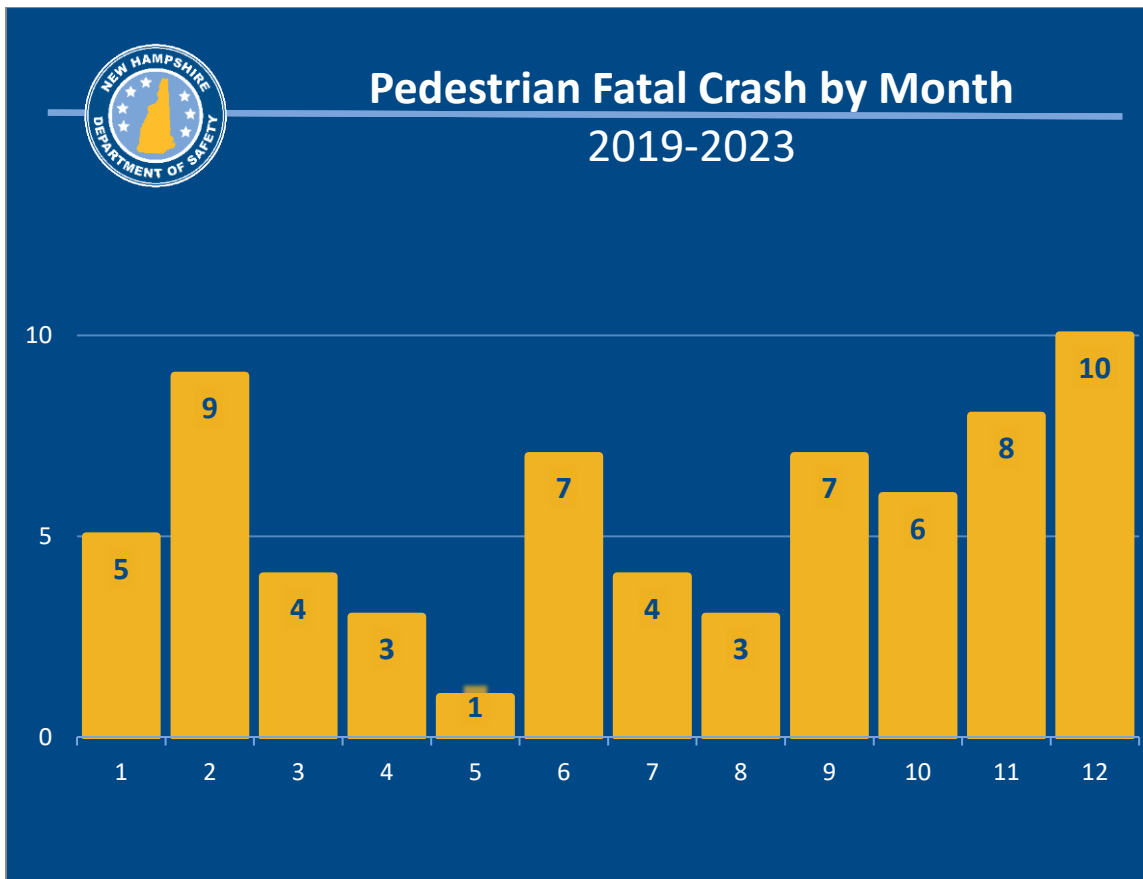
As the table below depicts, over a five-year period (2019-2023) average pedestrian fatalities by age, pedestrians ages 35-75+ were involved the highest number pedestrian fatalities.



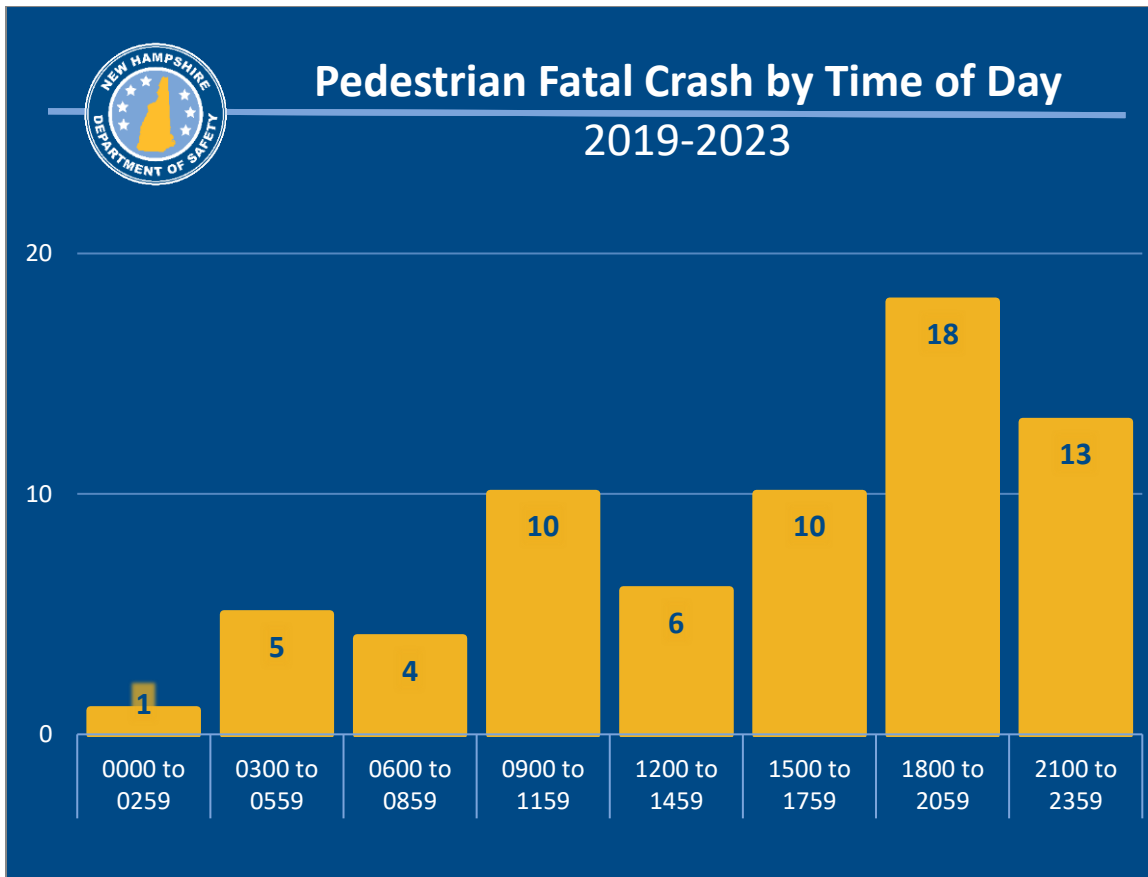
The table below shows that the days of the week with the highest number of fatal pedestrian crashes 5-year period (2019-2023) average is on Thursday (15), followed by Wednesday (11), Saturday (11), Sunday (8), Friday (8), Monday (7), and Tuesday (7). This data will help to identify days of the week to focus Pedestrian/Bicycle enforcement patrol efforts.



The table below shows that the months with the highest number of fatal pedestrian crashes is December, followed by February, November, June, September, October, January, March, April, August, and May. New Hampshire is known for its mountains and lakes which provide for a year-round influx of tourists throughout the state. The 2023 data below show spring/summer (June), through fall (September through November) and winter (December and February) with a having the most fatal pedestrian crashes throughout the year. However, winter is the season that has the 5-year (2019-2023) average highest number of pedestrian fatal crashes. This possibly is due to tourists taking advantage of the comfortable cool weather and New Hampshire's fall foliage and ski season. The increase in pedestrian fatalities during the winter months may be due to snow accumulation and sidewalks not being cleared causing pedestrians to walk in the roadways in areas of high traffic. This information will allow the local police departments that conduct pedestrian patrols to focus their efforts in the months that could yield the greatest benefit to further reducing pedestrian fatalities. Additionally, having this data will help provide appropriate media messaging.



The table below showing pedestrian fatal crashes by time of day, indicates that between 6 PM and 11:59 P.M. is when most fatal pedestrian crashes occur. During the months that have the greatest percentage of pedestrian fatalities, we also have the least amount of daylight; therefore, it's likely that many pedestrians are not sufficiently illuminated for the drivers on the roadway. Again, being able to drill down to confirm this can provide information to message out on how pedestrians can be safer on the roadways during winter months when there is low visibility. Providing information to communities about the importance of making sure sidewalks are cleared to provide for safe passage of pedestrians is important to reduce the potential of pedestrian fatalities.



Pedestrian serious injury data is only available for calendar year 2021 and shows there were 114 pedestrian injuries (A-C). Hillsborough and Strafford counties account for the greatest percentage of pedestrian crashes. In addition, serious injury by time-of-day tracks very closely with the pedestrian fatal crashes by time of day. An analysis of the data will help to determine what a reasonable performance target is as well as choosing countermeasures that will have the potential for the greatest impact. Grant funded pedestrian/bicycle enforcement in 2023 included 831 youth and adult warnings and 73 youth and adult summons.

Pedestrian Serious Injury by County 2021		
County	Number of SBI	% of Pedestrian SBI
Hillsborough	57	61%
Rockingham	11	12%
Merrimack	2	2%
Belknap	9	10%
Strafford	12	13%
Cheshire	1	1%
Coos	1	1%
Grafton	0	0%
Carrol	0	0%

Pedestrian Serious Injury by Time of Day 2020		
Time of Day	Number of SBI	% of Pedestrian SBI
Midnight – 0359	2	1.7%
0300 – 0559	0	0%
0600 – 0859	12	11%
0900 – 1159	8	7.3%
Noon – 1459	28	25.7%
1500 - 1759	35	32.1%
1800 – 2059	16	14.7%
2100 - 2359	8	7.3%

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-10) Number of pedestrian fatalities (FARS)	<ul style="list-style-type: none"> • PB Media Campaign • PB Overtime Enforcement Patrols • PB Program Management 	5 Year	2022	2026	10.6
C-11) Number of bicyclist fatalities (FARS)		5 Year	2022	2026	1.6

Countermeasure Strategy: PB Media Campaign

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Media Campaign**

Project Safety Impacts

Pedestrian and bicyclist related media efforts will focus on three areas:

1. Messaging regarding driver behaviors and safely sharing the road safely with Pedestrian/Bicyclists.
2. The importance of proper illumination when walking or biking on roadways.
3. Education and enforcement of laws relative to pedestrians and bicyclists.

A media campaign will be created and designed to promote and distribute a professionally formulated series of media messaging (i.e. social media, radio, television, signage, etc.) to the public throughout the State to create awareness of pedestrian/bicycle safety. By using this countermeasure strategy and appropriately identifying the primary and secondary audiences for the messaging identified above, as well as recommending specific Pedestrian & Bicyclist training for local law enforcement (LE), we expect to see a significant increase in messaging recall, as well as a measurable increase in the number of adequately trained LE personnel on NH laws related to bicyclists and pedestrians.

Linkage between Program Area

The data analysis described in the prior pedestrian/bicycle charts identifies the state's highway safety problem around pedestrian and bicyclist fatalities and suggests that in addition to an enforcement effort, a strategy around a media/educational effort that reaches the correct demographic with the appropriate messaging would benefit New Hampshire in meeting its intended performance targets. Currently, pedestrian fatalities have increased (up 100% as of June 17th from last year during the same period). From 2023 to 2024 there was a 20% decrease in pedestrian fatalities. To affect a sustained downward trend, it is important that media messaging and educational efforts involve the motoring public, the pedestrian and bicycling community and state, county, and local law enforcement agencies. Appropriated funding will be allocated through the planned activities within this countermeasure strategy, based on the type and distribution of the media/educational efforts and enforcement efforts planned to be implemented.

Rationale

The selected countermeasure strategy was chosen for this planned activity (media/educational campaign) as it was the best representative of the activity's objective. The amount allocated will allow adequate funding for various types of media and its intended audience to affect a positive impact on the number of pedestrian and bicyclist fatalities in New Hampshire.

Planned Activity: PB Media Planned Activity

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Media Campaign**

Planned Activity Description:

Funding for this planned activity will be used to support a contract with a public relations firm, organization, or association (such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wildcats, 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 motorists to be aware of pedestrians and bicyclists to prevent crashes and inform motorists, pedestrians and bicyclists of the rules of the road to minimize the potential of these particular crashes.

The planned activity will include paid as well as earned media. Statewide media messaging will be tailored to the motoring public, pedestrians and bicyclists to include media intended for the pedestrian and bicycling communities (to include impairment related messaging, etc.). 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 2025, 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 be aware of 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 pedestrian and bicycle crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Statewide/Concord
26-256	NH Department of Transportation	Statewide
26-265	AAA	Statewide
26-248	NH Division of Motor Vehicles	Statewide/Concord
26-272	IHEART	Statewide
26-274	Destination Entertainment Inc GSTV	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-281	WMUR TV	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-268	NH Bike Walk Alliance	Statewide
26-244	NH Department of Safety	Statewide/Concord
26-287	EVR Advertising	Statewide/Manchester

Project Name	Pedestrian/Bicycle Media
Countermeasure strategy	Decrease pedestrian and bicycle motor vehicle fatalities through communication, education, and outreach programs delivered through media campaigns.
Project Agreement Number	26- (See list above for list of intended subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	TBD
Organization Type	State Highway Safety Office, NH State Departments, universities, companies, associations, organizations, non-profits, etc.
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Pedestrian/Bicycle Fast/BIL/IIJA/SUP 402 PS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Although, no adjustment has been made the NH OHS will continue to work with a media vendor to provide highway safety messaging to the public.

Activity Funding Information

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-06-03	Paid Media	IIJA/SUP NHTSA 402/405g	Pedestrian/Bicycle 402 PS/ BGPE	2023/2024/ 2025	\$55,000	\$13,750	

Countermeasure Strategy: PB Enforcement Patrols

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Enforcement Patrols**

Project Safety Impacts

State and Local law enforcement (LE) agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the State’s pedestrian/bicycle laws. Although, Pedestrian and Bicyclist fatalities have historically been low in NH, these fatalities can quickly increase if enforcement efforts are not deployed. In 2025, currently (as of 6/17/25), adult pedestrian fatalities have increased 100% from the same period last year (2024) from 3 to 6. However, bicycle fatalities have decreased 100% from the same period last year (2024) from 2 to 0.

It is important to maintain focus in this area to keep these fatalities low. Pedestrian and bicycle enforcement patrols will continue to focus on those communities that have high pedestrian and bicycle activity and incidence of pedestrian and bicycle crashes. The NH OHS will continue to work with Local and County LE agencies to develop more innovative ways to enforce the State’s bicycle and pedestrian laws. In addition, a focus on educating law enforcement on pedestrian and bicycle laws is highly recommended before conducting these enforcement patrols. Pedestrian and bicycle patrols will be conducted year-round with a focus on summer, fall and winter months, primarily in downtown locations, during the afternoon and evening commuting hours. Additional focus during the winter months is important as sidewalks may be non-traversable due to snow and ice redirecting pedestrians to walk on the road. Specific times and locations will be based on local data. In FFY 2025, approximately twenty-three (23) law enforcement agencies were awarded funding for Pedestrian and Bicycle Patrols to include NH State Police who conducted patrols in the Franconia Notch, the Lakes Region, Hampton Beach, as well as other areas where pedestrian bicycle activity is most prominent. It is anticipated that more LE agencies will participate in FFY 2026.

Linkage between Program Area

NH OHS will be using a funding allocation methodology for FFY 2026 that will focus primarily on pedestrian and bicycle fatalities, crashes, and activity to identify communities with the highest priority. By strategically targeting the communities that have the greatest need for enforcement, we expect that this will provide a positive impact on reducing pedestrian and bicyclist fatalities.

New Hampshire weather dictates that enforcement of our pedestrian laws occur during all months of the year. A careful analysis of the available fatal and crash data indicates that the best approach to meeting our target will be with the use of overtime patrol funding in the most pedestrian active areas of our State.

Funding can be utilized to train local and county LE agencies on the current laws related to pedestrian and bicyclists. 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. A particular approach for FFY 2026 will be allocating overtime patrols during the summer and during the winter months in the larger cities and towns to patrol when sidewalks are not cleared, and pedestrians are subsequently walking on the sides of the roadway. An additional focus for overtime patrols will be when motor vehicle operators will most likely be driving into the sun, during the morning and evening commuting hours.

Rationale

This countermeasure was chosen because it best represents the type of impact, we hope to have by conducting overtime enforcement patrols that will be aimed at enforcing the State's pedestrian and bicycle laws, thereby reducing the number of pedestrian and bicycle crashes and the potential resulting fatalities or injuries on NH roadways.

Planned Activity: Pedestrian and Bicycle Enforcement Patrols

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Enforcement Patrols**

Planned Activity Description:

State and local law enforcement agencies will be provided funding to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state's pedestrian/bicycle laws. A careful analysis of available pedestrian and bicycle crash data (fatal and non-fatal) and activity will determine where patrols will be conducted year-round with a focus on the highest bicycle and pedestrian active areas located throughout the state (many primarily in downtown locations). State Police will provide enforcement patrols in highly active areas of the state to include Franconia Notch and Hampton Beach areas.

Specific times and locations will be based on local data. Additionally, funding can 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 2025, 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 be aware of 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 pedestrian and bicycle crashes and the potential resulting injuries and or deaths.

Intended Sub Recipients

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD

26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA

26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN
26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HAYERHILL PD	HAYERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE

26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD

26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE

26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Pedestrian and Bicycle Enforcement Patrols
Countermeasure strategy	Decrease non-motorized fatalities through enforcement of bicycle and pedestrian laws.
Project Agreement Number	26- (See list above for list of intended subrecipients)
Amendment to Add Project Numbers	No
Subrecipients(s)	TBD
Organization Type	State, local and county law enforcement
Federal Funding Source(s)	402/405e
Eligible Use of Funds	23 USC (Pedestrian/Bicycle BIL/IIJA/SUP 402 PS)/1300.24(Pedestrian/Bicycle 405e M8*PS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments. Countermeasure to provide funding to law enforcement to conduct pedestrian/bicycle enforcement efforts will continue to ensure these fatalities and targets are maintained.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-06-04	Local Pedestrian and Bicycle Enforcement Patrols	IIJA/SUP NHTSA 402	Pedestrian/ Bicycle 402 PS	2023/2024/ 2025	\$62,800	\$15,700	\$62,800
26-06-04	State Pedestrian and Bicycle Enforcement Patrols	IIJA/SUP 405g	Pedestrian/ Bicycle 405g BGLE	2024	\$25,000	\$6,250	

Countermeasure Strategy: PB Program Management

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities of NH OHS Staff and Planning & Administration. Staff members will work to service enforcement,

distracted driving, pedestrian/bicycle and seat belt related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings under these planned activities.

Funds will also assist NH OHS staff in the preparation, processing, monitoring of pedestrian/bicycle related grants and assist in any pedestrian/bicycle safety training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in reducing pedestrian and bicyclist fatalities.

Linkage between Program Area

In 2023, pedestrians were 11.8% of all fatalities in New Hampshire, increasing approximately 1.7% from 11.6% in 2022. In 2023, bicyclists were 0.8% of all fatalities in New Hampshire and have remained minimal over the last several years. While pedestrian and bicyclist fatalities in New Hampshire are few compared to the national average, this continues to be an area of concern, as low pedestrian and bicycle fatality numbers could easily change if not maintained by the NH OHS through enforcement, education, and outreach.

Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of pedestrian & bicycle related projects. This should help to meet the 2026 performance target of 10.6 pedestrian fatalities (2022-2026 average) and bicyclist fatalities at 1.6 (2022-2026 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within this program area.

Planned Activity: PB Planning & Administration

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning &

Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, audit fees, office space and other overhead costs, supplies, equipment (to include sound system for campaigns, initiatives, trainings, events, or conferences), materials, indirect costs, proportional to this program area.

Funds will also be used for the purchase of a highway safety vehicle that will be used to transport NH OHS leadership and staff to attend events (conferences, trainings, public participation and community outreach events, meetings, etc.). This highway safety vehicle will also be used to train subrecipients on the grant process, conduct monitoring, or attend highway safety day events, etc. This vehicle will also be “wrapped” with important highway safety messaging and used to inform the motoring public of important highway safety messaging (“Drive Sober Get Pulled Over”, “Buzz Driving is Drunk Driving”, “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 Advisory 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 2025, 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 be aware of and 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.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Concord

Project Name	Pedestrian and Bicycle Planning and Administration
Countermeasure strategy	Decrease pedestrian and bicycle motor vehicle fatalities through program management.
Project Agreement Number	26-06-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and Administration 402 PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustments may be made to ensure NH OHS participation in public participation and engagement meetings continues with communities to better understand highway safety concerns.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-06-01	Planning & Administration	IIJA/SUP/NHTSA 402	Planning and Administration 402 PA	2023/2024/2025	\$29,750	\$29,750	

Planned Activity: PB NH OHS Staff

Program Area: **Pedestrian & Bicyclist (PB)**

Countermeasure Strategy ID: **PB Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be providing for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees. In 2025, 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 be aware of and 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.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Concord

Project Name	Pedestrian and Bicycle NH OHS Staff
Countermeasure strategy	Decrease pedestrian and bicycle motor vehicle fatalities through program management.
Project Agreement Number	26-06-02
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Pedestrian/Bicycle Safety 402 PS)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustments may be made to ensure NH OHS staff continue to participate in public participation and engagement meetings for communities to better understand highway safety concerns.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-06-02	NH OHS Staff	IJA/SUP NHTSA 402	Pedestrian/ Bicycle Safety 402 PS	2023/2024 /2025	\$25,000	\$6,250	

Program Area: Occupant Protection – Adult & Passenger Safety (OP)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
4	C-4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2022	2026	48.2
13	B-1	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2026	2026	76.4

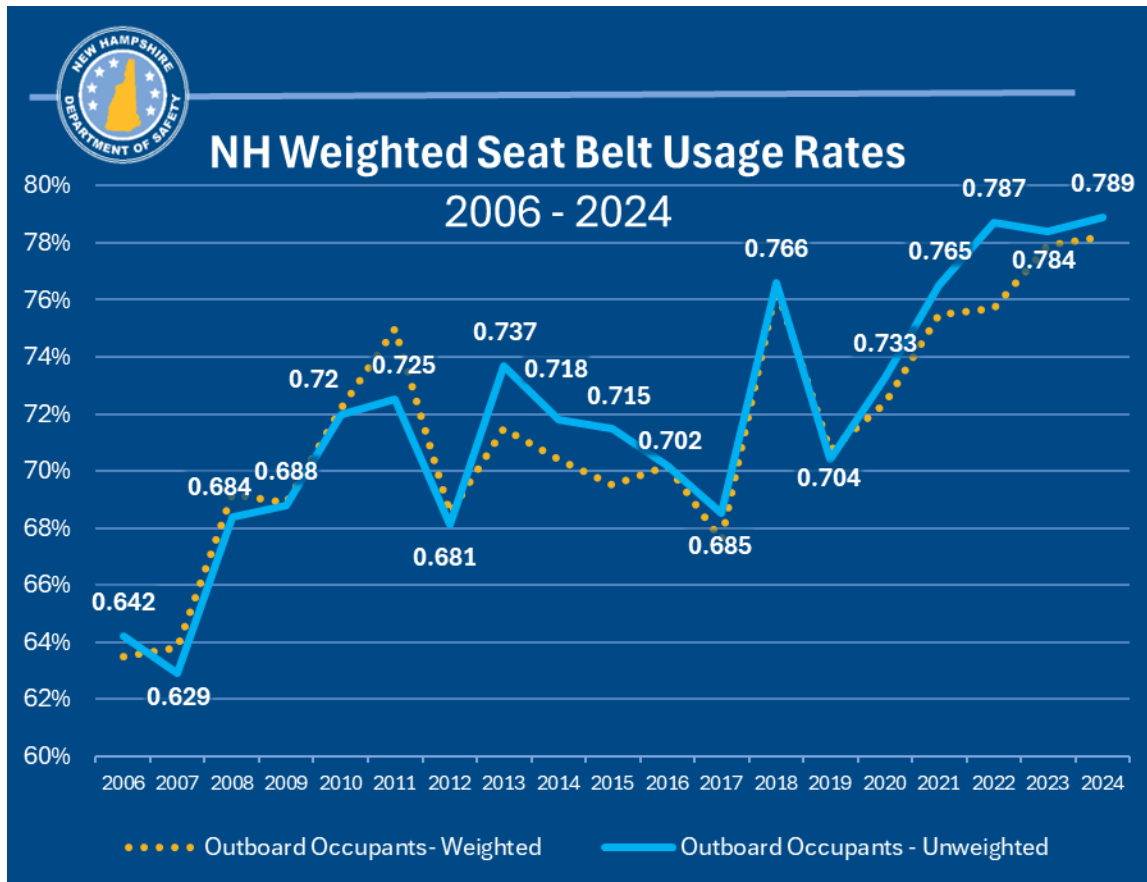
In New Hampshire, during the five-year period 2019-2023 the average seat belt usage rate is 74.4%. From 2019-2023, unrestrained occupant fatalities have accounted for approximately 46 percent of all vehicle occupant fatalities. The latest scientific survey of seat belt observations was conducted in July 2024. It provides the most accurate and reliable statewide estimate of seat belt use available in New Hampshire. Observed seat belt use in New Hampshire in 2015 was 69.5 percent, which increased slightly to 70.2 percent in 2016 and then dropped to 67.6% in 2017. Surveys conducted in 2018 saw an increased rate of seatbelt use of 76.4%. In 2019, the usage rate declined 7.46% from 76.4% in 2018 to 70.7% in 2019. In 2020, the seat belt usage rate increased 1.7% to 72.40%, in 2021, increased again (4.28%) to 75.5%, in 2022 the seat belt usage increased to 75.7% and increased again in 2023 to 77.9%. In 2024, the seat belt use rate increase yet again to 78.2%.

In March 2022, New Hampshire underwent an Occupant Protection Assessment. The assessment clearly highlighted the recommendation to “enact a seat belt law to cover all occupants of the vehicle, regardless of age, and for all designated seating positions.” In 2023, NH lawmakers

considered an adult seat belt bill but it was not made into law. Additionally, it identified the need to expand our current Child Passenger Safety (CPS) program to more rural and urban areas of our state and to ensure that certified child passenger safety technicians are servicing the northern half of the State (Coos, Grafton, and Carroll Counties), so that the citizens of New Hampshire who live in these rural areas can take advantage of car seat checks/education. This will continue in FFY 2026.

The chart below shows observed seat belt use during the 18-year period 2006 to 2024. New Hampshire continues to have the lowest seat belt usage rates in the U.S. and does not have a mandatory adult seat belt law for those 18 years of age and above. However, as the data seems to suggest there is a consistent positive trend of seat belt use over the years (2019-2023), as shown in the chart below.

Chart 1: NH Weighted Seat Belt Usage Rates: 2006 – 2024



Data Below is reflected from surveys conducted within NHTSA standards and guidelines:

Statewide Estimate of Seat Belt Usage

The sites selected for the NH Seat Belt Survey were changed in 2024 in accordance with the general rule. Sites were also changed in 2018 and 2012. It is not possible to directly compare surveys before 2012 on usage rates with later studies because new selection methods were used beginning in 2012. However, usage rates since 2006 are displayed in Table 5. One hundred-twenty (120) randomly selected sites were observed in 2024 and the weighted seat belt usage rate was 78.2% with a relative standard error of 0.89%. The unweighted statewide seat belt usage rate in 2024 was 78.9%.

Table 5: NH Seat Belt Usage Rates: 2006 through 2024¹

Seat Belt Usage (front seat outboard pass.)	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Seat belt usage rate:	63.5%	63.8%	69.2%	68.9%	72.2%	75.0%	68.5%
Unweighted usage rate:	64.2%	62.9%	68.4%	68.8%	72.0%	72.5%	68.1%
Standard error:	5.3%	9.4%	3.4%	2.8	3.0%	3.0%	3.0%
95% conf. interval – upper:	73.9%	82.2%	75.9%	74.3%	78.0%	80.8%	74.5%
95% conf. interval – lower:	53.1%	45.4%	62.4%	63.5%	66.4%	69.2%	62.6%
Seat Belt Usage (front seat outboard pass.)	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Seat belt usage rate:	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%
Unweighted usage rate:	73.7%	71.8%	71.5%	70.2%	68.5%	76.6%	70.4%
Standard error:	1.11%	1.17%	1.13%	1.39%	1.23%	1.26%	1.28%
95% conf. interval – upper:	73.6%	72.7%	72.1%	73.0%	70.0%	78.9%	71.9%
95% conf. interval – lower:	69.3%	68.0%	66.8%	67.5%	65.1%	73.9%	66.8%
Seat Belt Usage (front seat outboard pass.)	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>		
Seat belt usage rate:	72.4%	75.5%	75.7%	77.9%	78.2%		
Unweighted usage rate:	73.3%	76.5%	78.7%	78.4%	78.9%		
Standard error:	1.14%	1.04%	1.20%	0.77%	0.89%		
95% conf. interval – upper:	74.6%	77.5%	78.0%	79.4%	76.4%		
95% conf. interval – lower:	70.1%	73.4%	73.3%	76.4%	80.0%		
<u>Observations</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Observation sites:	150	120	120	120	120	120	120
Vehicles observed:	21,563	17,831	17,214	17,238	17,328	15,929	15,883
Total outboard passengers:	26,305	21,712	20,747	20,647	20,282	18,924	18,916

<u>Observations</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Observation sites:	120	120	120	120	120	120	120
Vehicles observed:	20,193	19,625	21,603	17,933	16,318	17,586	17,018
Total outboard passengers:	25,379	25,015	27,388	22,388	20,826	22,507	21,835

<u>Observations</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Observation sites:	120	120	120	120	120
Vehicles observed:	14,578	13,718	14,376	15,645	17,250
Total outboard passengers:	18,594	17,580	18,275	19,419	21,561

Results from 2012 onward cannot be directly compared with earlier studies because of methodological changes. Care must be used comparing 2023 to 2018-2022 as well as 2012-2017 rates as different sites were observed.

The occupant protection programs that are funded through the NH OHS are programs that can help increase seat belt use throughout the State by providing education, training, and media outreach to inform the public of the importance of wearing seat belts. These programs will need to be reviewed each year to assure that evidence-based strategies, as identified in the NHTSA publication "Countermeasures That Work", are effective and are providing measured results.

Improvements to increase seat belt use in New Hampshire shall include more focus on educating young people in more schools in FFY 2026 on the importance of wearing seat belts, training and certifying more CPS personnel to help educate the public, increase CPS fitting stations to insure proper seat belt use, increase seat belt media messaging to the public through CPS programs and through the NH Department of Safety, Public Information Officer, who shall also assist the NH OHS in releasing important highway safety media messages. Continued involvement with NH law enforcement agencies to provide seat belt enforcement and education to support the juvenile seat belt law will be an important countermeasure to improve seat belt use.

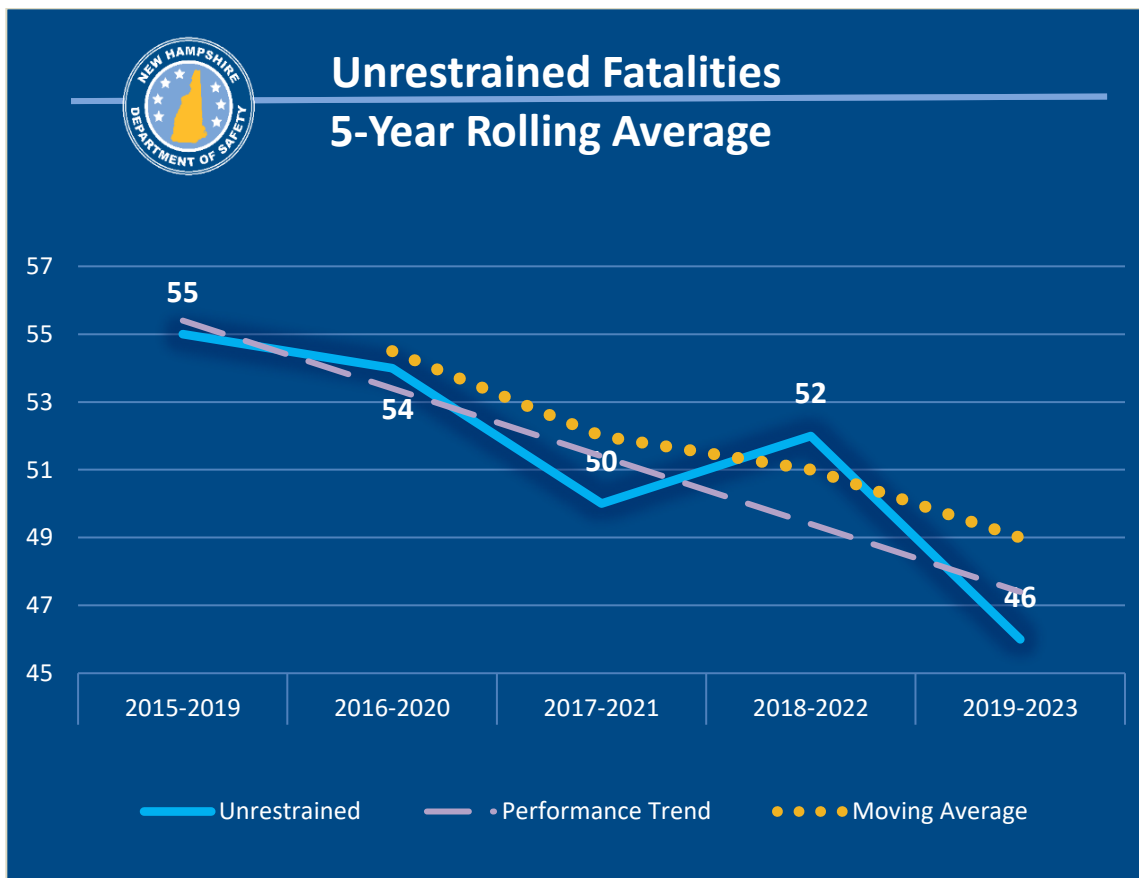
Wearing seat belts remains the most effective means of preventing death or injury to occupants during a crash. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. Considering these factors, NH OHS shall continue to make occupant protection an important highway safety program area in FFY 2026.

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include:

- High Visibility Enforcement of CPS and the under 18 seat belt laws
- Public information and education
- Administration of statewide CPS, Buckle-Up, and Youth Operator, as well as Simulator Programs
- Maximization of the National *Click it or Ticket* Campaign – in NH, *Join the NH Clique*

- Special emphasis on high-risk populations such as Teen drivers and occupants up to the age of 18 years old. Emphasis shall be placed highly on the 25-44 age group and all occupants recommending the importance of wearing seat belts
- Continue to conduct public participation and engagement meetings (to include the community outreach and betterment meetings)

This chart shows the unrestrained fatalities, over a rolling average of five-year period:



Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	<ul style="list-style-type: none"> • OP Child Restraint System Inspection Station(s) • OP Education & Outreach • OP Media Campaign • OP Overtime Enforcement Patrols • OP Program Management 	5 Year	2022	2026	48.2
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)		Annual	2026	2026	76.4

Countermeasure Strategy: OP Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Child Restraint System Inspection Station(s)**

Project Safety Impacts

Funds will be provided to support Child Passenger Safety (CPS):

- training of CPS technicians, EMS and CPS personnel
- inspection stations
- for children with special needs
- equipment and training for hospital emergency departments
- NHTSA certification courses
- CPS Technician update trainings
- renewal fees 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 and the proper installation and use of Child Passenger Safety (CPS) seats and devices. Through the monitoring, training, and periodic auditing of this countermeasure, it is the goal of the state to maintain unrestrained fatalities at 48.2 (2022-2026). Additional emphasis will be placed on areas with high-risk populations, including, but not limited to, teen drivers and the 25-44 age group (age group having the most unrestrained fatalities) to ensure that the most appropriate messaging, education, outreach and enforcement is achieved in FFY 2026.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, 45 of these fatalities were unrestrained, a decrease from 56 in 2022. In 2023, in the 16-20 age group, there were 6 fatalities under this age group with 3 unrestrained fatalities. Through the countermeasure strategy Child Restraint System Inspection Stations, and with the allocation of funds in the planned activity Statewide Child Passenger Safety, this occupant protection program is part of New Hampshire’s seat belt plan to inform the public of the importance of seat belt use, especially among children required to be in approved child restraint devices. Through this type of education and outreach, along with enforcement and other projects, we hope to continue to maintain unrestrained fatalities at 48.2 (2022-2026 average).

Rationale

The Child Restraint System Inspection Stations countermeasure strategy was selected with the

Statewide Child Passenger Safety planned activity, as it represented a good opportunity to help achieve the stated performance goal within the Occupant Protection program area. The NH OHS is not currently staffed with an occupant protection specialist nor do we have the requisite training and experience to effectively conduct a program. Funding for this countermeasure will engage a local partner, who already is actively involved in preventing injuries, to provide the level of services to meet our targets. These services will include the certification of needed CPS instructors, all recertification requirements for instructors, EMS personnel, and inspection stations to improve “Best Practice” through media campaigns, training, and education and increase the use of the Digital Car Seat Form for better child seat data.

Planned Activity: Statewide Child Passenger Safety Program

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Child Restraint System Inspection Station(s)**

Planned Activity Description:

This planned activity will provide funds to a qualified highway safety partner to coordinate and administer a Statewide Child Passenger Safety (CPS) program throughout FFY 2026 to improve the use of child restraints in New Hampshire.

Funding shall support personnel services at \$114,666.00 (CPS Program Coordinator \$69,114.00, Program Assistant \$13,669.00, Program Manager \$3,627.00, benefits \$28,256.00), Current Expenses at \$42,150.00 (public information & educational materials at \$10,000.00, NHTSA certification/instructor expense at \$25,000.00, recertification fees for 132 techs at \$7,000.00, office supplies at \$100.00, and postage at \$50.00), Equipment \$8000.00 (child passenger safety seats at \$8,000.00), Contractual Services \$22,000.00 (media campaigns at \$20,000.00, web hosting at \$2,000.00), Indirect costs at \$16,082.00, and travel at \$7,000.00. Programs will include the development and distribution of public information and educational materials along with providing media and advertising using television, radio, and the internet to promote child passenger safety *to include the dangers of “unattended children in hot cars”*. Trainings shall be conducted for law enforcement personnel to increase understanding of the current CPS laws as it pertains to child safety seats.

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 2025, 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 2026 will see an added emphasis on addressing high risk populations within our state to ensure that that any messaging, training, education, and effective enforcement, is realized in these pocketed areas.

This task shall also support the training of and funding for:

- Full Time CPS Professional
- CPS technicians
- EMS and CPS personnel
- Inspection stations
- Special needs
- Hospital emergency departments
- NHTSA certification courses
- CPS Technician update trainings
- Renewal fees and instructor fees

Planned Child Passenger Safety for FFY 2026

CPS Program Child Seat Check Stations: 84 locations broken down by Weekly, Bi-Weekly or by appointment.

Weekly or Bi-Weekly

1. Londonderry FD Twice Monthly. Urban/Suburban
2. Concord Hospital/Concord FD. Twice Monthly.
Urban-high risk populations.
3. DHMC Women's resource Center, Lebanon, checking seats weekly. Urban/Suburban- Hi risk population folks because of resource center's resources.

The remaining 78 Locations are by appointment only. Contact information is available at www.beseatsmartNH.org [beseatsmartnh.org]

NH currently has 81 fitting stations and 256 certified CPS technicians. Support continues to maintain this number in 4 ways in FFY 2026:

1. *To continue to conduct at least 4 certification classes during the FFY 2026 grant period to train approximately 40 new technicians. 5 classes were completed in FFY 2025 with 61 new technicians during this current grant cycle. At least one renewal class will be held for expired technicians to become recertified. 11 technicians were recertified in 2025 through 2 renewal classes.*
2. *To provide training sessions called CEU Update classes to certified technicians to assist them with their recertification requirements. At least 2 of these trainings shall be conducted during the FFY 2026 grant period.*
3. *To provide assistance with required seat signoffs for technicians. These will be done remotely or in person. This is a Safe Kids requirement for technicians to renew their certification.*
4. *To help technicians pay for their recertification if needed.*

Note: Planned inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-266	Injury Prevention Center	Statewide/Lebanon
TBD	TBD	TBD

Project Name	Statewide Child Passenger Safety Program
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through education, communications & and outreach activities.
Project Agreement Number	26-266/TBD
Amendment to Add Project Numbers	No
Subrecipients(s)	Mary Hitchcock Memorial Hospital – Injury Prevention Center/Other (TBD)
Organization Type	Hospital/TBD
Federal Funding Source(s)	405b/402
Eligible Use of Funds	1300.21 (Occupant Protection 405b B2CPS_US)/1300.00 (402 UNNATTD)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made as planned activity continues to maintain certified CPS technicians and fitting stations to ensure child occupant fatalities stay low.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-01-08	Statewide Child Passenger Safety Program (CPS)	IIJA/SUP/405b Occupant Protection	Occupant Protection 405b B2CPS_US, M2TR, M2CPS, B1CPS_US	2022/2023/2024/ 2025/2026	\$209,898	\$52,474	
26-01-08	Statewide Child Passenger Safety Program (CPS)	IIJA/SUP/402 Occupant Protection	Occupant Protection 402 UNATTD	2023/2024/2025	\$2,500	\$625	

Planned Activity: UNH Seat Belt & Attitude Surveys

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Education & Outreach**

Planned Activity Description:

- **UNH Seat Belt Use Survey**

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.

- **Behavioral Attitude Survey**

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 2025, 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.

Project Name	UNH Seatbelt & Attitude Survey
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through other strategies.
Project Agreement Number	26-238/TBD
Amendment to Add Project Numbers	No
Subrecipients(s)	UNH Survey Center/TBD
Organization Type	University/TBD
Federal Funding Source(s)	402/405b
Eligible Use of Funds	23 USC (Occupant Protection 405b M2OP)/1300.21 (Occupant Protection 405b M2OP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. Countermeasures continue to show improvements in the seat belt usage rate and information collected from the attitude survey to understand highway safety concerns to deploy resources.

Intended Sub Recipients:

Project Number	Subrecipient	Location
25-238	UNH Survey Center	Statewide/Durham

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-01-06	Seat Belt Use Survey	IIJA/SUP 405b Occupant Protection	Occupant Protection 405b M2OP	2022/2023/2024/ 2025/2026	\$60,000	\$15,000	
26-01-06	Attitude Survey	IIJA/SUP NHTSA 402	Occupant Protection 402 OP	2023/2024	\$11,000	\$2,750	

Countermeasure Strategy: OP Media Campaign

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Media Campaign**

Project Safety Impacts

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, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization or association (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, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, EVR advertising, etc.) to conduct public information and education campaigns to encourage the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns focusing on the state’s primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the State.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, 45 of these fatalities were unrestrained, a decrease from 56 in 2022. The 2019-2023, unrestrained fatality data has determined that the 25-44 age group is a high-risk population having the most unrestrained fatalities. In 2023, in the 16-20 age group, there were 6 fatalities under this age group with 3 unrestrained fatalities.

Through a robust media campaign within the paid media planned activity and in combination with enforcement and other projects, NH OHS hopes to continue to maintain unrestrained fatalities at 48.2 (2022-2026 average). Additionally, NH OHS would like to measure how effective the messages we are sending are in reducing the number of fatalities due to unrestrained drivers. This can be done through our partners utilizing the existing Attitude Surveys being conducted annually.

Rationale

The Media Campaign countermeasure strategy was selected within the Occupant Protection program area as it represented a good opportunity to help to achieve the stated performance goal with the funding allocation planned activity, occupant protection (OP) media campaign. By utilizing the partners of NH OHS to conduct annual surveys as well as develop local PSA's, the NH OHS can take advantage of paid and earned media to emphasize the importance of utilizing restraint systems when operating a motor vehicle. New Hampshire will take advantage of available media opportunities to message the motoring public during commuting hours as well as holidays.

Planned Activity: OP Paid Media

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Media Campaign**

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 required up the age of 18 and highly recommend seat belt use among teen drivers ages 18-19 as well as 20-75+ drivers. In 2026, media projects will demonstrate that funding will be used to improve seat belt use for all age groups, and particularly the 25-44 age group. Unrestrained fatality data (2019-2023) has determined that the

25-44 age group is a high-risk population having the most unrestrained fatalities within this age. 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 unbelted 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 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Statewide/Concord
26-244	NH Department of Safety	Statewide/Concord
26-256	NH Department of Transportation	Statewide/Concord
26-265	AAA Northern New England	Statewide
26-248	NH Division of Motor Vehicles	Statewide/Concord
26-272	IHEART	Statewide
26-274	Destination Entertainment Inc GSTV	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-281	WMUR TV	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-269	Derry CATS	Derry
26-276	NHIAA	Statewide
26-271	NH Fisher Cats	Statewide/Manchester
26-275	Matrix Entertainment	Statewide
26-287	EVR Advertising	Statewide/Manchester
26-289	NH Motor Speedway	Statewide/Loudon

Project Name	Occupant Protection Paid Media
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through education, communication & outreach activities.
Project Agreement Number	26-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	TBD
Organization Type	State highway safety office, State departments, universities, companies, organizations, etc.
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21 (Occupant Protection 405b M2PE)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The NH OHS is currently working with a media vendor to provide highway safety messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-01-03	Paid Media	IIJA/SUP 405b Occupant Protection	Occupant Protection 405b M2PE	2022/2023/2024/ 2025/2026	\$55,000	\$13,750	

Countermeasure Strategy: OP Overtime Enforcement Patrols

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Overtime Enforcement Patrols**

Project Safety Impacts

The NH OHS provides overtime enforcement patrol grants to the NH State Police, local, and county law enforcement agencies across the state of New Hampshire to conduct focused patrols within the Join the NH Clique Campaign and during non-CIOT timeframes. State Police patrols throughout the state provide statewide enforcement, primarily along Interstate 89, 93, and 95, Route 16 and Route 125. These collaborative efforts across the state will help to reduce crash-related unrestrained deaths and injuries.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, 45 of these fatalities were unrestrained, a decrease from 56 in 2022. The 2019-2023, unrestrained fatality data has determined that the 25-44 age group is a high-risk population having the most unrestrained fatalities. In 2023, in the 16-20 age group, there were 6 fatalities under this age group with 3 unrestrained fatalities.

Through this countermeasure of occupant protection enforcement patrols and the Join the NH Clique occupant protection enforcement effort and other enforcement projects combined with media occupant protection messaging, the NH OHS hopes to begin a downward trend to maintain unrestrained fatalities at 48.2 (2022-2026 average)

Rationale

The Overtime Enforcement Patrols countermeasure strategy with the Planned Activity Join the NH Clique and Sustained Occupant Protection Enforcement was selected as it couples effective enforcement efforts with educational outreach efforts as well as messaging to help to achieve the stated performance goal within the Occupant Protection program area.

Planned Activity: Join the NH Clique (Click It or Ticket) and Sustained Occupant Protection Enforcement

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Overtime Enforcement Patrols**

Planned Activity Description

The NH OHS provides overtime traffic safety enforcement grants to state (NH State Police Troops A, B, C, D, E, F, G, and the special enforcement unit), local, and county 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 through the Police Standards and Training Council (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 five-year (2019-2023) average have occurred (Hillsborough County, Rockingham County, Merrimack County, Grafton County and Strafford County). In

2025, 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.

Intended Sub Recipients

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN

26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN

26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HAVERHILL PD	HAVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON

26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH

26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH

26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Join the NH Clique (Click it or Ticket) & Sustained Occupant Protection Enforcement.
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through enforcement activities.
Project Agreement Number	26-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	TBD
Organization Type	State, municipal and county law enforcement.
Federal Funding Source(s)	402/405B
Eligible Use of Funds	23 USC (Occupant Protection 402 OP)/1300.21 (Occupant Protection 405b M2HVE)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. Law enforcement participation in occupant protection enforcement efforts continues to increase.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-01-04	Local Join the NH Clique (Click it or Ticket It)	I/JA/SUP NHTSA 402	Occupant Protection 402 OP	2023/2024/2025	\$163,200	\$40,800	\$163,200
26-01-04	State Join the NH Clique (Click it or Ticket It)	I/JA/SUP 405b Occupant Protection	Occupant Protection 405b M2HVE	2022/2023/2024/ 2025/2026	\$15,000	\$3,750	

Countermeasure Strategy: OP Program Management

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work on seat belt related projects. Funds will also cover travel, professional development expenses, and other related program expenses such as conferences and trainings within the planned activity Planning & Administration.

Funds will also be used to support NH OHS staff in the preparation, processing, monitoring of occupant protection related grants and assist in any occupant protection related training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing the recent downward trend in unrestrained fatalities.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2023, 45 of these fatalities were unrestrained, a decrease from 56 in 2022. The 2019-2023, unrestrained fatality data has determined that the 25-44 age group is a high-risk population having the most unrestrained fatalities. In 2023, in the 16-20 age group, there were 6 fatalities under this age group with 3 unrestrained fatalities. Funding the Program Management countermeasure strategy to support the planned activities Planning & Administration and NH OHS Staff will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all Planned Activities within the Occupant Protection program area. This will therefore help to continue to meet the performance target to maintain unrestrained related fatalities at 48.2 (2022-2026 average).

Rationale

The Program Management countermeasure strategy was selected and the funding allocations in the planned activities Planning & Administration and NH OHS Staff, as it represented a good opportunity to help to achieve the stated performance goal within the Occupant Protection program area.

Planned Activity: OP Planning & Administration

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, such as supplies, equipment (to include sound system for campaigns, initiatives, trainings, events or conferences), materials, and indirect costs, 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 Advisory 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 2025, 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. The NH OHS leadership and staff will continue to attend these meetings to receive ideas from the public to implement new programs.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-01-01	NH Office of Highway Safety	Concord

Project Name	Occupant Protection Planning & Administration
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through other strategies.
Project Agreement Number	26-01-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjusted countermeasure will provide for a NHSP Captain.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-01-01	Planning & Administration	IIJA/SUP NHTSA 402	Planning and Administration 402PA	2023/2024/ 2025	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Occupant Protection – Adult & Passenger Safety (OP)**

Countermeasure Strategy ID: **OP Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and

state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees. In 2025, 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. The NH OHS leadership and staff will continue to attend these meetings to receive ideas from the public to implement new programs.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-01-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Decrease unrestrained motor vehicle fatalities through other strategies.
Project Agreement Number	26-01-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Occupant Protection 402 OP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. However, funds will allow the NH OHS to conduct PPE meetings in communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-01-02	NH OHS Staff	IJA/SUP NHTSA 402	Occupant Protection 402 OP	2023/2024/ 2025	\$39,250	\$9,813	

Program Area: Police Traffic Services (PTS)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
2	C-2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2022	2026	499.6
6	C-6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2022	2026	43.4

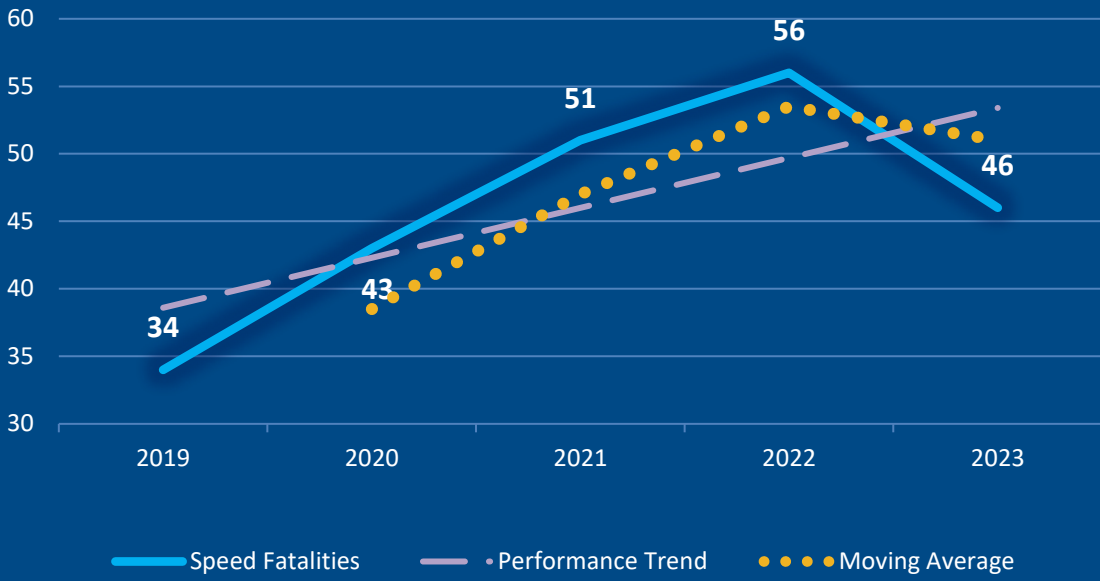
In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Speeding is still a leading causation of fatalities (see charts below) on NH roads.

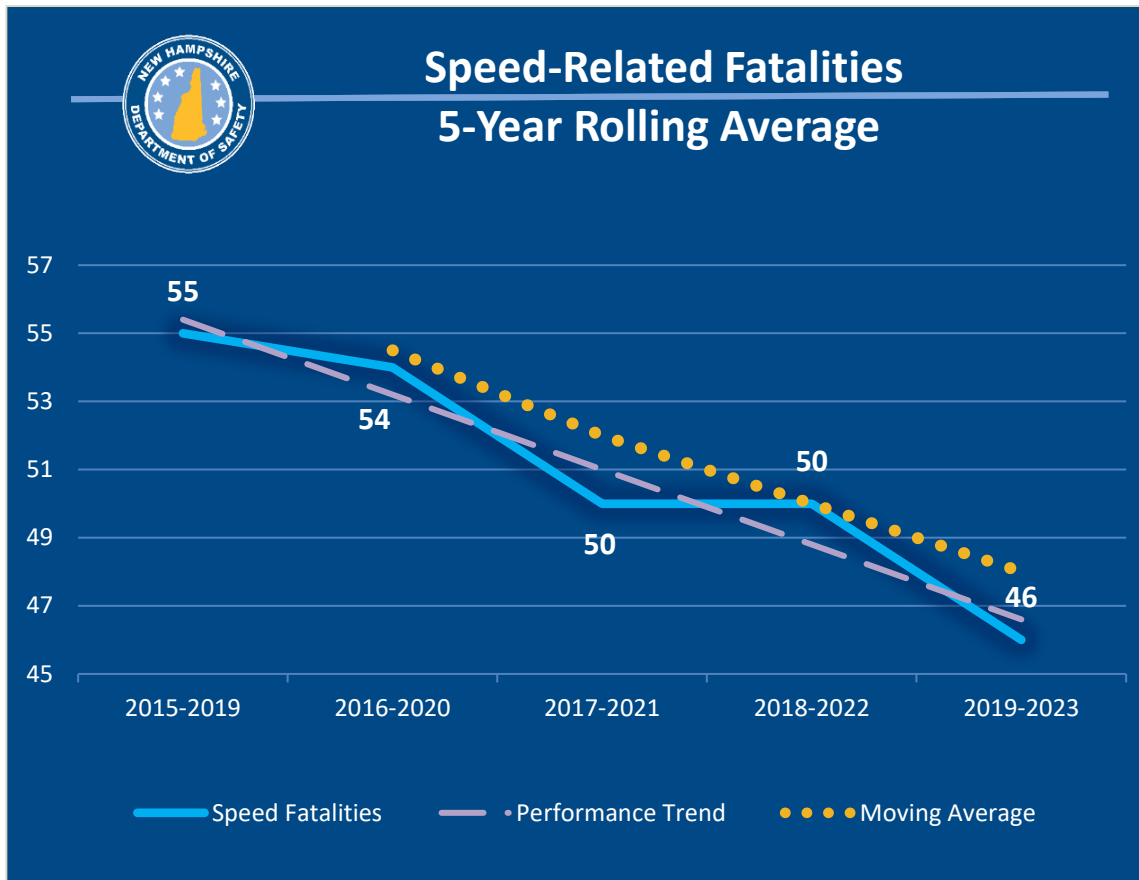
In 2021, there were 457 non-fatal speed related crashes. Additionally, there were of 28,092 crashes that occurred on New Hampshire roadways resulting in the 507 serious bodily injuries (A).

The NH OHS believes that the number of reportable crashes as well as serious bodily injuries is under reported, due to the number and type of utilized crash reports submitted by local and county LE agencies. However, this is beginning to change as there is currently 158 law enforcement agencies submitting Model Minimum Uniform Crash Criteria (MMUCC) 4 & 5 reports electronically out of 209 law enforcement agencies (an increase of 20% from 131 as of June 14, 2023) to the DMV VISION system. The New Hampshire State Police is currently submitting MMUCC V compliant crash reports helping to contribute more detailed crash data to determine trending concerns. The older crash report at times utilized by local and county LE agencies does not affectively account for serious bodily injury or crashes with a contributing factor of distraction.



Speed-Related Fatalities 2019-2023





Using the funding methodology, the NH OHS will focus heavily on fatal, non-fatal crash, and serious injury crashes to identify communities with the highest priority and will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach, we hope to combat concerning upward trends occurring on roads in our drive toward zero. For FFY 2026, crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data, the team at NH OHS will plan and implement enforcement and media efforts along high crash corridors (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4, as well as all interstates, etc.). Additionally, crash data will be obtained quarterly, as available, to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect as needed both media and enforcement efforts.

Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws is essential to creating safer roadways for New Hampshire’s citizens and visitors. Strategies to achieve these goals include:

- HVE (High Visibility Enforcement Patrols)
- Overtime Enforcement Patrols

- Funding equipment
- Media campaign
- Education and Awareness campaigns
- Public participation and engagement meetings (to include Community Outreach and Betterment)

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-2) Number of serious injuries in traffic crashes (State crash data files)	<ul style="list-style-type: none"> • PTS Media Campaign • PTS Overtime Enforcement Patrols • PTS Program Management 	5 Year	2022	2026	499.6
C-6) Number of speeding-related fatalities (FARS)		5 Year	2022	2026	43.4

Countermeasure Strategy: PTS Media Campaign

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Media Campaign**

Project Safety Impacts

The 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, to not drive while distracted, and to wear seat belts, etc. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHeartMedia, CAPSTAR, 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 an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and serious injuries across the State.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Speeding is still a leading causation of fatalities (see charts below) on NH roads.

Through a robust Media Campaign within the Planned Activity Paid Media, along with enforcement and other projects, we hope to decrease speed related fatalities to 43.4 (2022-2026 average).

Rationale

The Media Campaign countermeasure strategy was selected for this planned activity as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. New Hampshire has increased our media messaging output using our media vendor and utilizing the Department of Safety, Public Information Officer (PIO). The rationale for this planned activity is to combine the requisite level of messaging with enforcement to adequately address speed, distraction and other unsafe acts currently occurring on our roadways. The funding allocated to this planned activity is an effort to leverage a source of media that reaches all areas and all demographics of the motoring public with appropriate messaging.

Planned Activity: PTS Paid Media

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Media Campaign**

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.).

A contract will continue with a 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 be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any travel associated with trainings, conferences, meetings, summits, etc.

Funds shall also be used to support the Department of Safety public information officer and the NH State Police to develop online training regarding equipment violations to provide law enforcement and the public with this important messaging. The recent repeal of New Hampshire's mandatory vehicle inspection law, set to take effect on January 31, 2026, presents a critical need for enhanced law enforcement training regarding vehicle equipment violations. With the previous system of annual inspections no longer in place, the responsibility of identifying unsafe vehicles and enforcing equipment standards largely falls to patrol officers during routine traffic stops. To provide New Hampshire law enforcement with the necessary knowledge and skills, an accessible and comprehensive online training program is essential. This innovative online training will be designed to provide officers with a thorough understanding of current New Hampshire vehicle equipment laws (RSA 266). It will feature instructional videos demonstrating how to identify various equipment violations, from tire and brake issues to lighting and tinting regulations. Crucially, the program will include direct links to the relevant statutes and provide clear procedures on how to evaluate specific vehicle components for compliance. This practical, visual, and legally grounded approach will empower officers to confidently and accurately assess vehicle safety on the road.

The expertise for this vital training will come directly from those with extensive experience in vehicle safety and enforcement: members of the New Hampshire State Police Troop-G, in collaboration with state police automotive inspectors, recruitment and training and the PIO's. Their practical knowledge and understanding of both law enforcement procedures and automotive mechanics will ensure the training is highly relevant and effective. To maximize accessibility, the program will be available to all New Hampshire law enforcement personnel through ACADIS, the state's recognized platform for police training. Furthermore, recognizing the public's need for understanding these regulations, a version of this training will also be made available on the New Hampshire Office of Highway Safety (NHOHS) website, fostering a more

informed driving public to ultimately contribute to safer roads across the state.

In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Statewide/Concord
26-244	NH Department of Safety	Statewide/Concord
26-256	NH Department of Transportation	Statewide
26-265	AAA Northern New England	Statewide
26-248	NH Division of Motor Vehicles	Statewide/Concord
26-272	IHEART	Statewide
26-274	Destination Entertainment Inc GSTV	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-281	WMUR TV	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-269	Derry CATS	Derry
26-276	NHIAA	Statewide
26-271	NH Fisher Cats	Statewide/Manchester
26-275	Matrix Entertainment	Statewide
26-287	EVR Advertising	Statewide/Manchester
26-289	NH Motor speedway	Statewide/ Loudon

Project Name	Police Traffic Services (PTS) Paid Media
Countermeasure strategy	Decrease speed-related motor vehicle fatalities through communication, education & outreach activities.
Project Agreement Number	26-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	See intended subrecipients above
Organization Type	State highway safety office, state departments, universities, companies, organizations, etc.
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Police Traffic Services 402PM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. However, the NH OHS will continue to work with our media vendor to provide highway safety related messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-02-03	Paid Media	IIJA/SUP NHTSA 402	Police Traffic Services 402 PM	2023/2024/ 2025	\$116,000	\$29,000	

Countermeasure Strategy: PTS Overtime Enforcement Patrols/Equipment

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Overtime Enforcement Patrols**

Project Safety Impacts

The NH OHS will provide overtime traffic enforcement and equipment grants to the NH State Police (Troops A, B, C, D, E, F, G and the special enforcement unit), county and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols and provide the traffic safety equipment necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

Rationale

The Overtime Enforcement Patrols countermeasure strategy was selected for this planned activity as it represented a good opportunity to achieve the stated performance goal within the Police Traffic Services program area. Utilizing overtime enforcement patrols will enable state, county, and local LE agencies to establish a high visibility, active presence on our roadways to continue to change the negative driving behavior of speeding. Funding for the planned activities within this countermeasure will be allocated based on non-fatal crash and fatality data derived from the past five years.

Planned Activity: Enforcement Patrols/Speed Patrols/Equipment

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Overtime Enforcement Patrols**

Planned Activity Description:

This planned activity will provide funds to 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.

Speed enforcement patrols will be centered on reducing speeds, countering distracted driving and other motor vehicle violations and provide high visibility enforcement during commuting hours in problem areas throughout our state. Patrols will be conducted primarily around commuting hours and will also target high crash corridors (125, 16, 101, 28, 202/9, 1, 111, 11, 3, 4 and I 293, 93, 89, 95, etc.) and be altered as needed (locations and time of day) to address trending problem areas through proactive monitoring initiatives.

In 2025, 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.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER

26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN
26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND

26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HVERHILL PD	HVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW

26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH

26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER

26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Enforcement Patrols/Speed Patrols/Equipment
Countermeasure strategy	Decrease speed-related motor vehicle fatalities through enforcement of speeding laws.
Project Agreement Number	26-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	See intended subrecipients list above
Organization Type	State, municipal and county
Federal Funding Source(s)	402/405e Flex
Eligible Use of Funds	23 USC (Police Traffic 402SC)/1300.24 (Police Traffic Services 405e M8*SC)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments have been made. However, it is recommended that law enforcement be visible and active on patrols.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-02-04	Speed Enforcement Patrols/Equipment	IIJA/SUP NHTSA 402	Police Traffic 402 SC	2023/2024/2025	\$886,700	\$221,675	\$886,700
26-02-04	Speed Enforcement Patrols/Equipment	IIJA/SUP NHTSA 402/405e Flex	Police Traffic Services 402 SC/405e B8L*SC/ B8A*SC	2023/2024/2025 /2026	\$500,000	\$125,000	

Countermeasure Strategy: PTS Program Management

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities Planning & Administration. Staff members will work to service/monitor enforcement, distracted driving, and seat belt related projects. Funds will also cover travel, professional development, and other related program expenses such as conferences and trainings, within the planned activity Planning & Administration.

Funds will also be used to support NH OHS staff in the preparation, processing, monitoring of occupant protection related grants and assist in any occupant protection related training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing to address speed related fatalities and serious injuries.

Linkage between Program Area

In 2023, 127 fatalities (46 were speed-related fatalities) resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes).

In 2021, there were 457 non-fatal speed related crashes. Additionally, there were of 28,092 crashes that occurred on New Hampshire roadways resulting in 507 serious bodily injuries (A).

Funding the Program Management countermeasure strategy to support the planned activities of Planning & Administration and NH OHS Staff and will greatly enhance the capabilities of the NH OHS through the servicing/monitoring of all enforcement, equipment, and other projects. It is anticipated that this planned activity will help to continue to meet the performance targets by decreasing speed related fatalities to 43.4 (2022-2026 average) and serious injury target to 499.6 (2022-2026 average).

Rationale

The Program Management countermeasure strategy was selected with the funding allocations in the planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Police Traffic Services program area. Utilization of all the NH OHS staff will provide the needed continuity and monitoring of sub grantees to ensure grant funding is utilized effectively within this counter measure.

Planned Activity: Planning & Administration

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, 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 2025, 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.

Intended Sub Recipients:

Project number	Subrecipient(s)	Location
26-02-01	NH Office of Highway Safety	Concord

Project Name	Planning and Administration
Countermeasure strategy	Decrease speed-related vehicle fatalities through Program Management
Project Agreement Number	26-02-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include a NHSP Captain to support the NH OHS and highway safety activities.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-02-01	Planning & Administration	I/IJA/SUP NHTSA 402	Planning and Administration 402PA	2023/2024/ 2025	\$219,750	\$219,750	

Planned Activity: NH OHS Staff

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions (excluding Program Manager, NHSP Captain, Accountant and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees.

Intended Sub Recipients:

Project number	Subrecipient(s)	Location
26-02-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Decrease speed-related vehicle fatalities through Program Management
Project Agreement Number	26-02-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Police Traffic 402PT)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will continue to allow the NH OHS to conduct PPE meetings in communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
-------------------	------------------	----------------	-----------------------	-------------	--------------------------	--------------	---------------

26-02-02	NH OHS Staff	IIJA/SUP/ NHTSA 402	Police Traffic 402PT	2023/2024/ 2025	\$167,500	\$41,875	
----------	-----------------	------------------------	----------------------------	--------------------	-----------	----------	--

Planned Activity: Traffic Safety Commission

Program Area: **Police Traffic Service (PTS)**

Countermeasure Strategy ID: **PTS Program Management**

Planned Activity Description:

Funding will be provided to support the activities of the Traffic Safety Commission. In existence since 1967, the commission was repealed in 2016 and then reenacted and is mandated by statute RSA 21-P: 64, effective August 2, 2016. Currently, the Traffic Safety Commission representatives are nominated by their respective organizations and appointed by the Commissioner of the Department of Safety. Initial appointments shall be: Four members for one year, five members for two years, and five members for three years. After the initial term, members shall each serve for terms of three years and until a successor is duly qualified and recommended by their respective organizations. Vacancies shall be filled for the unexpired terms in the same manner as the original appointment. The commission shall meet at least once per quarter and at such other times may be convened by the call of the Chairperson or the Commissioner of the Department of Safety or upon petition of five or more members. Commission meetings shall discuss potential highway safety problems and make recommendations to the Coordinator of the NH Office of Highway Safety. Funds provided will be used to cover travel (if requested), the cost of supplies, as well as awards to be presented to up to three (3) individuals who are honored for their outstanding service to New Hampshire during the Impaired Driving Conference and Governor’s Traffic Safety Conference. A keynote speaker shall be presenting at this conference to have funds cover the luncheon, plaques, etc. In 2024, an impaired driving taskforce was established as a subcommittee of the Traffic Safety Commission. Also, for 2026, the commission will look to include other partners, stakeholders, and coalitions to increase communication to improve highway safety in New Hampshire. In 2025, 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.

Intended Sub Recipients:

Project number	Subrecipient(s)	Location
26-02-05	NH Office of Highway Safety	Concord

Project Name	Traffic Safety Commission
Countermeasure strategy	Decrease speed-related vehicle fatalities through Program Management
Project Agreement Number	26-02-05
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Police Traffic 402PT)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The Traffic Safety Commission continues to be a great venue to discuss highway safety topics, concerns, and potential legislative changes and enhancements with all members participating.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-02-05	Traffic Safety Commission	IJA/SUP NHTSA 402	Police Traffic 402 PT	2023/2024/ 2025	\$1,000	\$250	

Program Area: Teen Traffic Safety Program (TD)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
9	C-9	C-9) Number of drivers under age 21 involved in fatal crashes (FARS)	5 Year	2022	2026	6.0

Between 2019 and 2023 there were 43 drivers aged 20 and under involved in fatalities. Six (6) fatalities occurred among the 16-20 age group in 2023, having the same number of fatalities that occurred in 2022 (6). Drivers younger than 20 have significantly lower crashes when compared to other age groups. Drivers in the 55-64 age group have moved to the top (102 fatalities in 2023). Distracted driving and speeding is the most likely cause of crashes among teen drivers. With statistics such as these in mind, it is the goal of NH OHS through countermeasure strategies (Media Campaign, Education/Outreach, and Program Management), to achieve the performance target of young driver involved fatalities of 6.0 (2022- 2026 average).

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-9) Number of drivers under age 21 involved in fatal crashes (FARS)	<ul style="list-style-type: none"> • TD Education & Outreach • TD Media Campaign • TD Program Management 	5 Year	2022	2026	6.0

Countermeasure Strategy: TD Education & Outreach

Program Area: Teen Traffic Safety Program (TD)

Countermeasure Strategy ID: TD Education & Outreach

Project Safety Impacts

Funds will be provided to a contractor (the Injury Prevention Center at Children’s Hospital at Dartmouth (ChaD), Matrix Entertainment, Alliance Sports Marketing, Community Alliance for

Teen Safety (CATS), etc.) to support educational programs to inform teens of the true risks associated with driving. Emphasis areas include seat belt use and 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. The collaborative efforts of youth operator program to promote teen safety under the countermeasure strategy Education & Outreach, are hoped to reduce crash-related deaths and injuries among those 16-20 years of age across the State of New Hampshire.

Linkage between Program Area

In 2023, 127 fatalities (6 were driver under 20 fatalities) resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Funding the TD Education and Outreach countermeasure strategy to support the following planned activities will greatly support the overall mission statement of the NH OHS through the implementation of robust enforcement and educational projects and will therefore help to reduce the target of drivers under 21 involved in fatal crashes from 7 (2021-2025 average), to 6 (2022-2026 average).

Rationale

The Education and Outreach countermeasure strategy was selected with the funding allocations in each planned activity to support the youth operator and teen safety program, as it represented a good opportunity to help to achieve the stated performance goal within the teen driving program area. Utilizing a contractor (Injury Prevention Center at CHaD, MATRIX Entertainment, Alliance Sports Marketing and the Community Alliance for Teen Safety, AAA, and the NHIAA, etc.), the NH OHS will be able to reach teen drivers in our state with updated and meaningful training and information to ensure safe decision making while operating a motor vehicle. Education and outreach are a key component of the Annual Grant Application (AGA). Coupling effective enforcement with the requisite level of education and outreach has proven to be an effective countermeasure in many areas of the AGA. The funding for this planned activity is to leverage the expertise and resources of the youth operator and teen safety program to effectively educate and prepare teen drivers for the responsibility of operating a motor vehicle on our roadways.

Planned Activity: TD Youth Operator Program

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Education & Outreach**

Planned Activity Description:

Funds for this planned activity will support a contractor to coordinate the youth operator program (The Injury Prevention Center at CHaD, etc.), and to implement educational events to inform teens of the risks associated with driving.

Funds shall be used to support Personnel Service at \$106,649.00 (include Benefits at \$26,281.00), Current Expenses at \$1,150.00 (food, printing, educational material, office supplies, postage, etc.), Indirect cost at \$19,346.00, Contractual Services at \$85,000.00 (Think Fast Interactive educational events \$56,000.00 and program evaluation \$9,000.00, Media Expenses \$20,000.00), and travel at \$5,660.00.

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. Risks associated with driving while impaired or distracted will be enhanced through presentations conducted by the youth operator specialists, Matrix Entertainment using driving simulators, and victim's advocates.

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 fatality data, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is also 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 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-266	Injury Prevention Center	Lebanon
TBD	TBD	TBD

Project Name	TD Youth Operator Program
Countermeasure strategy	Decrease young driver motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	26-266/Other (TBD)
Amendment to Add Project Numbers	No
Subrecipients(s)	Injury Prevention Center/Other (TBD)
Organization Type	Hospital/Other (TBD)
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety Program 402TSP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made at this time. Additional schools and presentations will continue to be added to this youth operator program to continue to promote highway safety to minimize crashes.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-08-04	Youth Operator	IIJA/SUP NHTSA 402	Teen Safety Program 402 TSP	2023/2024/2025	\$217,805	\$54,452	

Planned Activity: Parent / Teen Safe Driving Modeling and Education

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Education & Outreach**

Planned Activity Description:

Funds will be provided to a contractor (the Community Alliance for Teen Safety (CATS), Matrix Entertainment, etc.) to provide information and education to youth and families related to distracted driving and safe driving habits to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate for parent-teen driving contracts, while emphasizing the importance of a parent's role in modeling safe driving habits for their children. Funds for this project shall provide distracted driving teen driver outreach and education services using printed materials (posters, flyers, and campaign materials), media production (PSAs developed by students), distracted driving and seat belt consultants, presenters, and travel for teens to attend the Governor's Traffic Safety Conference. Funds shall be used to help develop a program that educates young drivers about the risk of distracted driving through social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2026 to include an evaluation component to measure any progress or achievements.

In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-269	Derry CATS	Derry
26-275	Matrix Entertainment	Grand Rapids, Michigan
TBD	TBD	TBD

Project Name	Parent / Teen Safe Driving Modeling and Education
Countermeasure strategy	Decrease young driver motor vehicle fatalities through education, training, and outreach activities.
Project Agreement Number	26-266, 26-275/TBD
Amendment to Add Project Numbers	No
Subrecipients(s)	Derry CATS, Matrix Entertainment/Other (TBD)
Organization Type	Non-profit, company
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety 402TSP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment made. However, parents and guardians should be encouraged to participate.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-08-05	Parent/Teen Safe Driving Modeling and Education	IIJA/SUP NHTSA 402	Teen Safety Program 402 TSP	2023/2024/ 2025	\$20,000	\$5,000	

Countermeasure Strategy: TD Media Campaign

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Media Campaign**

Project Safety Impacts

The 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, to not drive while distracted, and to wear seat belts. Funds shall be used to contract with a public relations firm, organization, or association (such as New Hampshire Departments of Safety, Office of Highway Safety, 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, NHIAA, EVR Advertising, etc.) to conduct public information and education campaigns to encourage safe driving and the use of seatbelts. Funds shall also support contracts to provide public information and education campaigns, focusing on the state's primary law requiring all persons up to age 18 to buckle up. Funds may also be used for an electronic media campaign, or an in-house program, to promote and encourage safe driving and the use of restraints. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce crash-related deaths and injuries across the State.

Linkage between Program Area

In 2023, 127 fatalities (6 were driver under 20 fatalities) resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Funding the teen driver safety countermeasure strategy to support the planned activity teen driver media campaign will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all youth operator education and messaging projects. It is anticipated that the planned activities will help to reduce the target of drivers under 21 involved in fatal crashes from 7 (2021-2025 average), to 6 (2022-2026 average).

Rationale

The Media Campaign countermeasure strategy was selected within the teen driver program area as it represented a good opportunity to help to achieve the stated program area performance goal, with the funding allocation in the planned activity paid media. NH OHS will continue work with highway safety partners (Dartmouth Injury Prevention Center, EVR Advertising, etc.) to reach out to teen drivers on the importance of safe driving and utilizing restraint devices while operating a motor vehicle. The funding in this planned activity will allow the NH OHS to utilize PSA's developed by our partners to reach out to parents and guardians of teen drivers. Teen drivers continue to be involved in crashes related to distraction and have been shown to also be involved in crashes related to excessive speed. Continuing the messaging at all levels will be paramount to our goal of modifying teen driver behavior and the importance of always choosing safe driving habits.

Planned Activity: Paid Media

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Media Campaign**

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.

This planned activity will provide funding for the New Hampshire Department of Safety, Office of Highway Safety, AAA, iHeartMedia, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA, EVR Advertising, etc. and/or other media sources to conduct public information and education campaigns. These campaigns may consist of electronic media, public service announcements, print audio activities etc. to address distracted driving, speed, seatbelt use, and impaired driving. The NH OHS shall coordinate highway safety messaging with the NHTSA National Mobilizations (i.e., “Drive Sober or Get Pulled Over”, “Click It or Ticket,” Distracted Driving “Put the Phone Away or Pay”, etc.). Funding for this planned activity will be specifically targeted towards the driving behavior of this age group and will also have limited emphasis on all age groups of drivers. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants, and alcohol and/or drug impaired driving.

Funds shall also be used to support the Department of Safety in the implementation of NHTSA communication highway safety messages and support any trainings and travel associated with trainings, conferences, meetings, summits, etc. In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient	Location
26-245	NH Office of Highway Safety	Statewide/Concord
26-256	NH Department of Transportation	Statewide
26-265	AAA Northern New England	Statewide
26-248	NH Division of Motor Vehicles	Statewide/Concord
26-272	IHEART	Statewide
26-274	Destination Entertainment Inc GSTV	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover

26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-281	WMUR TV	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-269	Derry CATS	Derry
26-276	NHIAA	Statewide
26-271	NH Fisher Cats	Statewide/Manchester
26-275	Matrix Entertainment	Statewide
26-266	Injury Prevention Center	Statewide
26-287	EVR Advertising	Statewide/Manchester
26-244	NH Department of Safety	Statewide/Concord
26-289	NH Motor Speedway	Statewide/Loudon

Project Name	TD Paid Media
Countermeasure strategy	Decrease young driver motor vehicle fatalities through education, communication & outreach activities.
Project Agreement Number	26-TBD (see list of intended subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	TBD
Organization Type	State highway safety office, State departments, universities, companies, organizations, etc.
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Paid Advertising 402PM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The NH OHS will continue to work with a media vendor to provide media messaging to the public.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-08-03	Paid Media	IJA/SUP NHTSA 402	Paid Advertising 402 PM	2023/2024/ 2025	\$55,000	\$13,750	

Countermeasure Strategy: TD Program Management

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the Planned Activities Planning & Administration and NH OHS Staff. Staff members will work to service enforcement, DUI, distracted driving, seat belt, and other supportive projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings within the planned activity Planning & Administration.

Funds will also be used to support NH OHS staff in the preparation, processing, monitoring of teen traffic safety related grants and assist in any teen driver safety related training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in reducing teen driver fatalities.

Linkage between Program Area

In 2023, 127 fatalities (6 were driver under 20 fatalities) resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Funding the Program Management countermeasure strategy to support the planned activities of NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment, and other projects. It is anticipated that the planned activities will help to reduce the target of drivers under 21 involved in fatal crashes from 7 (2021-2025 average), to 6 (2022-2026 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Teen Driver program area.

Planned Activity: Planning & Administration

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, 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 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-08-01	NH Office of Highway Safety	Concord

Project Name	TD Planning and Administration
Countermeasure strategy	Decrease young driver (TD-Teen Driver) motor vehicle fatalities through program management.
Project Agreement Number	26-08-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety Program 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to provide funding to a NHSP Captain to support NH OHS activities, etc.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-08-01	Planning & Administration	IJA/SUP NHTSA 402	Teen Safety Program 402 PA	2023/2024/ 2025	\$26,000	\$26,000	

Planned Activity: NH OHS Staff

Program Area: **Teen Traffic Safety Program (TD)**

Countermeasure Strategy ID: **TD Program Management**

Planned Activity Description:

This Planned Activity will support NH OHS staff positions (excluding the Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees.

In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-08-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staffing
Countermeasure strategy	Decrease young driver (TD-Teen Driver) motor vehicle fatalities through program management.
Project Agreement Number	26-08-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Teen Safety Program 402TSP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will continue to allow the NH OHS to conduct PPE meetings in communities and to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-08-02	NH OHS Staff	IIJA/SUP NHTSA 402	Teen Safety Program 402 TSP	2023/2024/ 2025	\$25,000	\$6,250	

Program Area: Community Traffic Safety Program

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
1	C-1	C-1) Number of traffic fatalities (FARS)	5 Year	2022	2026	121.6
2	C-2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2022	2026	499.6

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

It is anticipated through this countermeasure strategy, community education/outreach, will help meet the fatality target of 121.6 (2022-2026 average) and serious injury target of 499.6 (2022-2026 average).

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities	<ul style="list-style-type: none"> COB Community Education & Outreach 	5 Year	2022	2026	121.6
C-2) Number of Serious Injuries in traffic crashes	<ul style="list-style-type: none"> COB Program Management 	5 Year	2022	2026	499.6

Countermeasure Strategy: Community Education & Outreach

Program Area: **Community Traffic Safety Program (COB)**

Countermeasure Strategy ID: **COB Education & Outreach**

Project Safety Impacts

This strategy represents a good opportunity to help to achieve the stated performance goal by utilizing New Hampshire law enforcement agencies and non-profit organizations to conduct important highway safety messaging. Education and outreach are a key component of the annual grant application.

The funding for this planned activity is to leverage the expertise and resources of our law enforcement partners and nonprofit organizations to effectively educate drivers in communities located throughout New Hampshire on highway safety topics to help reduce crashes and save lives.

In FFY 2026, this project will continue to improve to provide more communities with important highway safety education to help improve driving behavior.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Funding the community education and outreach countermeasure strategy to support the following planned activity will greatly support the overall mission statement of the NH OHS by helping to meet the fatality target of 121.6 (2022-2026 average) and serious injuries target of 499.6 (2022-2026 average).

Rationale

This education and outreach countermeasure strategy was selected to achieve providing educational highway safety messaging to communities and New Hampshire drivers. This strategy represents a good opportunity to help to achieve the stated performance goal by utilizing New Hampshire law enforcement agencies and non-profit organizations to conduct important highway safety messaging. Education and outreach is a key component of the highway safety plan. The funding for this planned activity is to leverage the expertise and resources of our law enforcement partners and non-profit organizations to effectively educate drivers in communities on highway safety to help reduce crashes and save lives.

Planned Activity: Community Outreach and Betterment (COB)

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

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 support an enhanced critical component of the Community Outreach and Betterment Grant that will involve establishing a more comprehensive program designed to equip law enforcements 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.

Funds will also be used to support interpretation/translation services and 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 throughout New Hampshire on various highway safety topics (i.e. child passenger safety, seat belt safety, impaired driving, distracted driving, pedestrian & bicycle safety, speeding, driver safety, rules of the road, etc.) and encourage collaboration and feedback from all community members who participate.

In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(S)	Location
26-265	AAA Northern New England	Statewide
26-246	NH State Police	Statewide/Troop G
26-269	Derry CATS	Derry

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE
26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY

26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT
26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN
26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN

26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HAVERHILL PD	HAVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON
26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH

26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM
26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG

26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE
26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE

26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK
26	246	NH STATE POLICE	STATEWIDE

Project Name	Community Outreach and Betterment (COB)
Countermeasure strategy	Decrease motor vehicle fatalities through targeted community -based communication, education, outreach activities.
Project Agreement Number	26-TBD (please see list above of intended subrecipients)
Amendment to Add Project Numbers	No
Subrecipients(s)	TBD (above)
Organization Type	State, municipal, county law enforcement, organizations, non-profits, etc.
Federal Funding Source(s)	402/405e
Eligible Use of Funds	23 USC (Community Outreach NHTSA 402CP) 1300.24 (Community Outreach 405e M8*CP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment was made to provide funds to support law enforcement school resource officers in providing important highway safety information to communities throughout New Hampshire.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-09-03	Community Outreach & Betterment (COB)	IJA/SUP NHTSA 402	Community Outreach 402 CP	2023/2024/2025	\$50,000	\$12,500	\$50,000
26-09-03	Community Outreach & Betterment	IJA/SUP NHSTA 402/405e	Community Outreach NHTSA 402 CP/ 405e B8A*CP/B8L*CP	2023/2024/2025/2026	\$10,000	\$2,500	
26-09-03	Community Outreach & Betterment	IJA/SUP NHTSA 402	Community Outreach 402CP	2023/2024/2025	\$45,000	\$11,250	\$45,000

Countermeasure Strategy: COB Program Management

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the Planned Activities Planning & Administration and NH OHS Staff. Staff members will work to service enforcement, DUI, distracted driving, seat belt, and other supportive projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings within the planned activity Planning & Administration.

Funds will also be used to support NH OHS staff in the preparation, processing, monitoring of community education & outreach related grants and assist in any community education & outreach related training, outreach, messaging, assessments, and public participation and engagement sessions required to be conducted.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in addressing crashes and the resulting fatalities and serious injuries.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Funding the community education and outreach countermeasure strategy to support the following planned activity will greatly support the NH OHS efforts of implementing and servicing all enforcement, equipment, and other projects, and will therefore help to meet the fatality target of 121.6 (2022-2026 average) and serious injuries target of 499.6 (2022-2026 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Community Outreach and Betterment (COB) program area.

Planned Activity: Planning & Administration

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

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.).

Also, the 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 2025, 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.). 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-09-01	NH Office of Highway Safety	Concord

Project Name	Planning and Administration
Countermeasure strategy	Decrease motor vehicle fatalities and serious injuries through program management.
Project Agreement Number	26-09-01/26-292/TBD
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Community Outreach NHTSA 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjusted made to include a NHSP Captain to assist in highway safety activities.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-09-01	Planning & Administration	IJA/SUP NHTSA 402	Community Outreach 402PA	2023/2024/ 2025	\$26,000	\$26,000	

Planned Activity: NH OHS Staff

Program Area: **Community Traffic Safety Program**

Countermeasure Strategy ID: **Education & Outreach**

Planned Activity Description:

This Planned Activity will support NH OHS staff positions (excluding the Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS Staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, office operation proportional to the program area, indirect costs and audit fees.

In 2025, 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, providing multilingual driver manuals, 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.). 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-09 02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Decrease motor vehicle fatalities and serious injuries through program management.
Project Agreement Number	26-09-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Community Outreach NHTSA 402CP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No Adjustments made. However, funds will allow the NH OHS to continue to conduct PPE meetings in communities to document highway safety concerns from the community.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-09-02	NH OHS Staff	IIJA/SUP NHTSA 402	Community Outreach 402 CP	2023/2024/ 2025	\$25,000	\$6,250	

Program Area: Traffic Records (TR)

Traffic Safety Problem Identification

Associated Performance Measures

Sort Order	Target Identifier	Performance Measure Title	Target Period	Target Start Year	Target End Year	Target Value
17	A-5	A-5) TR E-Crash/Ticket Advancement	Annual	2026	2026	150

The NH OHS has an inter-agency, inter-governmental traffic records coordinating committee (TRCC) composed of agencies involved in highway safety for the purpose of providing direction on all matters related to the State of New Hampshire's traffic records data information systems with the common mission to ensure that the most timely, accurate, complete data is being received to reduce traffic crashes and the resulting deaths and injuries.

The TRCC is comprised of members from the: NH Office of Highway Safety, NH Department of Safety, NH Department of Transportation, NH Department of Health & Human Services, Administrative Office of the Courts, NH Insurance Department, and the NH Association of Chiefs of Police, etc. The TRCC includes the Traffic Records Executive Committee (TREC) comprised of department heads who will provide policy, strategic oversight, and support of recommendations (subject to appropriations) and the Traffic Records Coordinating Committee (TRCC) comprised of professional and technical staff from the various departments including data collectors, data systems managers, and data users with the technical expertise to look at the following data systems: Crash, Roadway, Vehicle, Driver, Enforcement, and Adjudication.

The States' traffic records systems are necessary to provide important information and data to various highway safety partners to be able to justify the implementation of programs and countermeasures that reduce motor vehicle crashes, injuries and fatalities.

This plan includes new projects and updates on ongoing projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS run reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2026, the selected projects address the recommendations made from the NHTSA Traffic Records Assessment that was conducted on April 23, 2019.

The E-Crash/Ticket equipment project will continue for 2026. This equipment will allow New Hampshire law enforcement agencies to submit citations and crash reports to the State

electronically instead of manually. Currently, there is minimal backlog of these reports that are entered by DMV staff that continues to result in untimely data for analysis. With the use of this equipment, enforcement agencies shall be able to complement the electronic crash reports Module Minimum Uniform Crash Criteria (MMUCC) 4/5/6 crash report already developed by vendors to use this platform, software and equipment on the road to not only help document crash reports efficiently and accurately, but also timely, by submitting 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.

The NH OHS is looking forward to the continuation of the E-Crash/Ticket Equipment projects (mobile data terminals, printers, scanners, GPS, and mounts, firewall software, MMUCC 6 crash report software enhancement, etc.). Data from this equipment funded through the NH OHS will continue to be submitted electronically to the State "VISION" system. As integration continues, law enforcement agencies in the State will be submitting data to this central repository, which will not only reduce the backlog of crash reports entered manually, but also 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.

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
A-5) TR E-Ticket Advancement	<ul style="list-style-type: none"> • TR Improve Timeliness • TR Program Management • TR Improve Accessibility • TR Improve Completeness • TR Improve Integration 	Annual	2026	2026	150

Countermeasure Strategy: TR Improve Timeliness

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Timeliness**

Project Safety Impacts

Currently the State of New Hampshire maintains two separate methods of obtaining crash related data submitted from State, county and local law enforcement that are submitted either electronically or manually. The manually submitted crash reports by county and local law enforcement has, in prior years, caused a backlog of crash data entry at the New Hampshire Division of Motor Vehicles. This backlog repeatedly impedes the ability of the New Hampshire Office of Highway Safety to develop an annual grant application (AGA) with current non-fatal crash data to support projects within the AGA.

The NH OHS and our highway safety partners have been working diligently to improve the electronic submission of crash report records to the DMV “VISION” reporting system. To date, there are 158 law enforcement agencies utilizing an electronic reporting system and submitting MMUCC 4 or MMUCC 5 compliant crash reports to the DMV VISION system.

The goal of the NH OHS is to continue progress with migrating all law enforcement agencies throughout the state to submit electronic MMUCC IV/V/VI crash reports to the DMV “VISION” reporting system. By continuing to support and fund the E Crash/Ticket equipment program and MMUCC 6 enhancements through this program and the J-One program there will be an increase in the timely, accurate, complete, submittal of crash reports. This will provide a measurable improvement of critical crash data to help identify trending highway safety concerns and deploy resources.

Linkage between Program Area

The NH OHS is looking forward to the continuation of the E-Crash/Ticket equipment and VPN project. Data from this equipment funded through the NH OHS will be submitted electronically to the State “VISION” system which is the repository for highway safety related data. With this countermeasure using these planned activities, law enforcement agencies in the State will be able to submit crash report data that is MMUCC IV/V/VI electronically to “VISION” removing the need for crash reports to be entered manually into “VISION” by DMV personnel. This important timely data will identify areas where enforcement efforts and other countermeasures need to be deployed, helping to decrease traffic crashes, save lives, and reduce the potential for injury.

Rationale

Timeliness and accuracy of crash reporting is critical to being able to evaluate and analyze current data to determine support of projects through an evidence-based methodology. This important data is also used to determine the effectiveness of the annual grant application and project performance measures and targets within. Most importantly accurate, timely data is best collected in real time to determine trending highway safety issues to deploy resources.

Planned Activity: E-Ticket/Crash Upgrade and J-One Installation Assistance

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Timeliness**

Planned Activity Description:

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

Currently, there is 158 law enforcement agencies out of 208 law enforcement agencies electronically submitting MMUCC crash reports to the DMV “VISION” system (approximately 76% of law enforcement agencies submitting). The NH OHS will continue to work with law enforcement and other highway safety partners to ensure law enforcement agencies who are not submitting crash reports electronically (approximately 24%) have the capability to do so. It is important that all NH law enforcement agencies are submitting MMUCC crash reports electronically to have the necessary crash data to support the implementation of a planned crash data analysis system to receive and report on all highway safety related crash data. However, it is important to ensure our data infrastructure system is

complete and (Warehouse to “scrub” or “clean” data is complete, “VISION” system is upgraded to MMUCC 6, and all law enforcement agencies are upgraded to MMUCC 6) is in place to be able to receive the necessary accurate, complete, uniform data needed for the crash data analysis system to provide accurate highway safety related information to the public and our highway safety partners.

This planned activity will provide funding to New Hampshire State Police J-One program to continue to contract with a third-party vendor to implement a crash data warehouse to ensure highway safety data is “scrubbed” and is accurate and complete in preparation for this accurate data to be sent ultimately to a crash data analysis system planned for implementation in FFY 2026.

Funding shall also be provided to New Hampshire State Police J-One program to contract with a third-party vendor to enhance the DMV “VISION” system to support and accept MMUCC 6 electronic crash reports. Once complete, this will allow law enforcement agencies in the State the ability to transmit MMUCC 6 electronic crash report data to the DMV “VISION” system to allow for analysis of the data.

Funding shall support the New Hampshire State Police J-One program to contract with an existing records management system (RMS) vendor to develop, modify or enhance law enforcement agency interface software to enable MMUCC 6 crash report capabilities and electronic submission. This will result in law enforcement agencies in the State having the ability to transmit and utilize MMUCC 6 electronic crash data.

Funding shall also be provided to local law enforcement agencies to contract with an existing records management system (RMS) vendor to develop, modify or enhance law enforcement agency interface software to enable MMUCC 6 crash report capabilities and electronic submission. Funding will also be provided to local law enforcement to 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. Funding shall also support the purchase of Crash Analysis Reporting (CAR) equipment and training for State Police and local LE CAR teams. Any equipment requests that are over \$9,999.00 will be Buy America compliant and sent to NHTSA for approval.

In 2025, 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 6 crash reports) and being able to know locations where crashes were occurring to deploy resources (enforcement, messaging, education, outreach) to minimize crashes and save lives. 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.

Intended Sub Recipients:

<u>PROJECT NUMBER</u>		<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	001	ALEXANDRIA PD	ALEXANDRIA
26	002	ALLENSTOWN PD	ALLENSTOWN
26	003	ALSTEAD PD	ALSTEAD
26	004	ALTON PD	ALTON
26	005	AMHERST PD	AMHERST
26	006	ANDOVER PD	ANDOVER
26	007	ANTRIM PD	ANTRIM
26	008	ASHLAND PD	ASHLAND
26	009	ATKINSON PD	ATKINSON
26	010	AUBURN PD	AUBURN
26	011	BARNSTEAD PD	BARNSTEAD
26	012	BARRINGTON PD	BARRINGTON
26	013	BARTLETT PD	BARTLETT
26	014	BATH PD	BATH
26	015	BEDFORD PD	BEDFORD
26	220	BELKNAP CTY SO	BELKNAP CTY
26	016	BELMONT PD	BELMONT
26	017	BENNINGTON PD	BENNINGTON
26	018	BERLIN PD	BERLIN
26	019	BETHLEHEM PD	BETHLEHEM
26	020	BOSCAWEN PD	BOSCAWEN
26	021	BOW PD	BOW
26	022	BRADFORD PD	BRADFORD
26	023	BRENTWOOD PD	BRENTWOOD
26	024	BRIDGEWATER PD	BRIDGEWATER
26	025	BRISTOL PD	BRISTOL
26	026	BROOKLINE PD	BROOKLINE

26	027	CAMPTON PD	CAMPTON
26	028	CANAAN PD	CANAAN
26	029	CANDIA PD	CANDIA
26	030	CANTERBURY PD	CANTERBURY
26	031	CARROLL PD	CARROLL
26	221	CARROLL CTY SO	CARROLL CTY
26	032	CENTER HARBOR PD	CENTER HARBOR
26	033	CHARLESTOWN PD	CHARLESTOWN
26	034	CHESTER PD	CHESTER
26	035	CHESTERFIELD PD	CHESTERFIELD
26	222	CHESHIRE CTY SO	CHESHIRE CTY
26	036	CHICHESTER PD	CHICHESTER
26	037	CLAREMONT PD	CLAREMONT
26	038	COLEBROOK PD	COLEBROOK
26	039	CONCORD PD	CONCORD
26	040	CONWAY PD	CONWAY
26	223	COOS CTY SO	COOS CTY
26	041	CORNISH PD	CORNISH
26	045	DANVILLE PD	DANVILLE
26	046	DEERFIELD PD	DEERFIELD
26	049	DEERING PD	DEERING
26	050	DERRY PD	DERRY
26	051	DOVER PD	DOVER
26	047	DUBLIN PD	DUBLIN
26	048	DUNBARTON PD	DUNBARTON
26	052	DURHAM PD	DURHAM
26	053	EAST KINGSTON PD	EAST KINGSTON
26	054	EFFINGHAM PD	EFFINGHAM
26	055	ENFIELD PD	ENFIELD
26	056	EPPING PD	EPPING
26	057	EPSOM PD	EPSOM
26	058	EXETER PD	EXETER
26	059	FARMINGTON PD	FARMINGTON
26	060	FITZWILLIAM PD	FITZWILLIAM
26	061	FRANCESTOWN PD	FRANCESTOWN
26	062	FRANCONIA PD	FRANCONIA
26	063	FRANKLIN PD	FRANKLIN
26	064	FREEDOM PD	FREEDOM
26	065	FREMONT PD	FREMONT

26	066	GILFORD PD	GILFORD
26	067	GILMANTON PD	GILMANTON
26	068	GOFFSTOWN PD	GOFFSTOWN
26	069	GORHAM PD	GORHAM
26	070	GOSHEN PD	GOSHEN
26	071	GRAFTON PD	GRAFTON
26	224	GRAFTON CTY SO	GRAFTON CTY
26	072	GRANTHAM PD	GRANTHAM
26	073	GREENFIELD PD	GREENFIELD
26	074	GREENLAND PD	GREENLAND
26	075	GROTON PD	GROTON
26	076	HAMPSTEAD PD	HAMPSTEAD
26	077	HAMPTON PD	HAMPTON
26	078	HAMPTON FALLS PD	HAMPTON FALLS
26	079	HANCOCK PD	HANCOCK
26	080	HANOVER PD	HANOVER
26	081	HARRISVILLE PD	HARRISVILLE
26	082	HVERHILL PD	HVERHILL
26	083	HEBRON PD	HEBRON
26	084	HENNIKER PD	HENNIKER
26	225	HILLSBOROUGH CTY SO	HILLSBOROUGH CTY
26	086	HILLSBORO PD	HILLSBORO
26	087	HINSDALE PD	HINSDALE
26	088	HOLDERNESS PD	HOLDERNESS
26	089	HOLLIS PD	HOLLIS
26	090	HOOKSETT PD	HOOKSETT
26	091	HOPKINTON PD	HOPKINTON
26	092	HUDSON PD	HUDSON
26	093	JACKSON PD	JACKSON
26	094	JAFFREY PD	JAFFREY
26	095	KEENE PD	KEENE
26	096	KENSINGTON PD	KENSINGTON
26	097	KINGSTON PD	KINGSTON
26	098	LACONIA PD	LACONIA
26	099	LANCASTER PD	LANCASTER
26	101	LEBANON PD	LEBANON
26	102	LEE PD	LEE
26	103	LINCOLN PD	LINCOLN
26	104	LISBON PD	LISBON

26	105	LITCHFIELD PD	LITCHFIELD
26	106	LITTLETON PD	LITTLETON
26	107	LONDONDERRY PD	LONDONDERRY
26	108	LOUDON PD	LOUDON
26	109	LYME PD	LYME
26	110	LYNDEBOROUGH PD	LYNDEBOROUGH
26	111	MADBURY PD	MADBURY
26	112	MADISON PD	MADISON
26	113	MANCHESTER PD	MANCHESTER
26	114	MARLBOROUGH PD	MARLBOROUGH
26	115	MARLOW PD	MARLOW
26	116	MASON PD	MASON
26	117	MEREDITH PD	MEREDITH
26	118	MERRIMACK PD	MERRIMACK
26	226	MERRIMACK CTY SO	MERRIMACK CTY
26	119	MIDDLETON PD	MIDDLETON
26	120	MILFORD PD	MILFORD
26	121	MILTON PD	MILTON
26	123	MONT VERNON PD	MONT VERNON
26	124	MOULTONBOROUGH PD	MOULTONBOROUGH
26	125	NASHUA PD	NASHUA
26	126	NELSON PD	NELSON
26	127	NEW BOSTON PD	NEW BOSTON
26	128	NEW CASTLE PD	NEW CASTLE
26	129	NEW DURHAM PD	NEW DURHAM
26	130	NEW HAMPTON PD	NEW HAMPTON
26	131	NEW IPSWICH PD	NEW IPSWICH
26	132	NEW LONDON PD	NEW LONDON
26	133	NEWBURY PD	NEWBURY
26	134	NEWFIELDS PD	NEWFIELDS
26	135	NEWINGTON PD	NEWINGTON
26	136	NEWMARKET PD	NEWMARKET
26	137	NEWPORT PD	NEWPORT
26	138	NEWTON PD	NEWTON
26	139	NORTH HAMPTON PD	NORTH HAMPTON
26	140	NORTHFIELD PD	NORTHFIELD
26	141	NORTHUMBERLAND PD	NORTHUMBERLAND
26	142	NORTHWOOD PD	NORTHWOOD
26	143	NOTTINGHAM PD	NOTTINGHAM

26	144	ORFORD PD	ORFORD
26	145	OSSIPEE PD	OSSIPEE
26	146	PELHAM PD	PELHAM
26	147	PEMBROKE PD	PEMBROKE
26	148	PETERBOROUGH PD	PETERBOROUGH
26	149	PIERMONT PD	PIERMONT
26	150	PITTSBURG PD	PITTSBURG
26	151	PITTSFIELD PD	PITTSFIELD
26	152	PLAINFIELD PD	PLAINFIELD
26	153	PLAISTOW PD	PLAISTOW
26	154	PLYMOUTH PD	PLYMOUTH
26	155	PORTSMOUTH PD	PORTSMOUTH
26	157	RAYMOND PD	RAYMOND
26	159	RINDGE PD	RINDGE
26	160	ROCHESTER PD	ROCHESTER
26	227	ROCKINGHAM CTY SO	ROCKINGHAM CTY
26	161	ROLLINSFORD PD	ROLLINSFORD
26	162	ROXBURY PD	ROXBURY
26	163	RUMNEY PD	RUMNEY
26	164	RYE PD	RYE
26	165	SALEM PD	SALEM
26	166	SANBORNTON PD	SANBORNTON
26	167	SANDOWN PD	SANDOWN
26	168	SANDWICH PD	SANDWICH
26	169	SEABROOK PD	SEABROOK
26	170	SOMERSWORTH PD	SOMERSWORTH
26	171	SOUTH HAMPTON PD	SOUTH HAMPTON
26	172	SPRINGFIELD PD	SPRINGFIELD
26	174	STODDARD PD	STODDARD
26	175	STRAFFORD PD	STRAFFORD
26	228	STRAFFORD CTY SO	STRAFFORD CTY
26	176	STRATHAM PD	STRATHAM
26	177	SUGAR HILL PD	SUGAR HILL
26	229	SULLIVAN CTY SO	SULLIVAN CTY
26	178	SUNAPEE PD	SUNAPEE
26	179	SUTTON PD	SUTTON
26	180	SWANZEY PD	SWANZEY
26	181	TAMWORTH PD	TAMWORTH
26	182	TEMPLE/GREENVILLE PD	TEMPLE/GREENVILLE

26	183	THORNTON PD	THORNTON
26	184	TILTON PD	TILTON
26	203	TOWN OF DALTON	DALTON
26	185	TROY PD	TROY
26	186	TUFTONBORO PD	TUFTONBORO
26	238	UNH PD	UNH
26	187	WAKEFIELD PD	WAKEFIELD
26	188	WALPOLE PD	WALPOLE
26	189	WARNER PD	WARNER
26	190	WARREN PD	WARREN
26	191	WASHINGTON PD	WASHINGTON
26	192	WATERVILLE VALLEY PD	WATERVILLE VALLEY
26	193	WEARE PD	WEARE
26	194	WEBSTER PD	WEBSTER
26	195	WENTWORTH PD	WENTWORTH
26	196	WHITEFIELD PD	WHITEFIELD
26	197	WILMOT PD	WILMOT
26	198	WILTON PD	WILTON
26	199	WINCHESTER PD	WINCHESTER
26	200	WINDHAM PD	WINDHAM
26	201	WOLFEBORO PD	WOLFEBORO
26	202	WOODSTOCK PD	WOODSTOCK

Project Number	Subrecipient(s)	Location
26-246	NH State Police	Concord

Project Name	E-Ticket/Crash Upgrade and J-One Installation Assistance
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	26- (Please see list of intended subrecipients above)
Amendment to Add Project Numbers	No
Subrecipients(s)	State, municipal, county law enforcement
Organization Type	State Police, Municipal and County
Federal Funding Source(s)	402/405c
Eligible Use of Funds	23 USC (Data Program 402TR)/1300.22(Date Program 405c M3DA)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. These funds continue to be used to enhance the states crash collection capabilities through the electronic filing of MMUCC crash reports to the DMV VISION system.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-06	Local E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 402 Data Program	402 Data Program 402 TR	2023/2024/ 2025	\$600,000	\$150,000	\$600,000
26-03-06	State (J-One) E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 405c Data Program	405c Data Program 405c M3DA	2023/2024/ 2025/2026	\$605,000	\$151,250	

26-03-06	Local (CAR) E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 402 Data Program	402 Data Program 402 TR	2023/2024/ 2025	\$60,000	\$15,000	
26-03-06	State (CAR) E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit	BIL/SUP 405c Data Program	405c Data Program 405c M3DA	2023/2024/ 2025/2026	\$50,000	\$12,500	

Countermeasure Strategy: TR Program Management

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service enforcement, distracted driving, and seat belt related projects, etc. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing to reduce crashes and the resulting injuries and or fatalities.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598. Funding the traffic records program management countermeasure strategy to support the planned activities NH OHS staff and planning & administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all

enforcement, equipment and other projects.

It is anticipated this traffic records data program management countermeasure strategy will help meet the fatality target of 121.6 (2022-2026 average), serious injury target of 499.6 (2022-2026 average) and continue to increase the ecrash advancement 2026 annual target of 150 agencies submitting crash reports (target already achieved).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Traffic Records program area.

Planned Activity: Planning & Administration

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attend 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 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-03-01	NH Office of Highway Safety	Concord

Project Name	Planning and Administration
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	26-03-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and administration 402PA)
Planning and Administration (if applicable)	Yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	An adjustment was made to include a NHSP Captain to assist the NH OHS with highway safety activities.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-01	Planning & Administration	BIL/SUP NHTSA 402	Planning and Administration 402PA	2023/2024/2025	\$29,750	\$29,750	

Planned Activity: NH OHS Staff

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions proportional to this program area (excluding Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police to promote strategies and policies to strengthen our mission and make the roadways safe for all to travel. Funds will be

provided for salaries, travel related expenses relative to state and national conferences and trainings, in- state travel, supplies, and office operation, proportional to the program area, indirect costs and audit fees. In 2025, 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 deploy resources (enforcement, messaging, outreach, etc.) 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-03-02	NH Office of Highway Safety	Concord

Project Name	NH OHS Staff
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	26-03-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Traffic Records 402TR)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	N/A for 2026
Project Name	NH OHS Staff
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	26-03-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	State highway safety office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Traffic Records 402TR)

Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment made. NH OHS staff will continue work with law enforcement partners to submit MMUCC compliant crash reports to VISION for the state to be able to collect important crash data.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-02	NH OHS Staff	IJA/SUP NHTSA 402	Traffic Records 402 TR	2023/2024/ 2025	\$48,750	\$12,188	

Planned Activity: Traffic Records Consultant

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Program Management**

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 coordinating, preparing, conducting, and providing direction on 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 guidance and consulting to the State to develop an overall data infrastructure to provide important highway safety data to the State. Responsibilities will also include providing required traffic records information/data to NHTSA/NH OHS to update the traffic records strategic plan, the annual grant application (AGA), and the annual report. Lastly, provide support, guidance, and documentation (performance measures, achievements, adjustments, etc.) of current traffic records related projects for any NHTSA traffic records assessments conducted.

This will also include conducting post traffic records assessment workshops to address any NHTSA traffic records assessment recommendations. In 2025, 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.

Project Name	Traffic Records Consultant
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	26-273
Amendment to Add Project Numbers	No
Subrecipients(s)	Lexis Nexis
Organization Type	Company
Federal Funding Source(s)	402/405e Flex
Eligible Use of Funds	23 USC (Traffic Records 402TR)/1300.24 (Traffic Records 405e M8*TR)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. The traffic records consultant continues to provide valuable insight to improve the states traffic records related infrastructure. Also, this countermeasure provides for the development of the traffic records strategic plan, crucial for the state to have approved by NHTSA to receive 405c data information funds.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-273	Lexis Nexis	Statewide/Concord

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-03	Traffic Records Consultants	BIL/SUP 402	Traffic Records 402 TR	2022/2023/2024/ 2025	\$70,000	\$17,500	

Countermeasure Strategy: TR Improve Accessibility

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Accessibility**

Project Safety Impacts

The State's traffic records systems need to efficiently collect and provide the information necessary to implement programs and countermeasures that reduce motor vehicle crashes, injuries, and fatalities. Within the Traffic Records program area, there are ongoing projects that improve the various core traffic records data systems, specifically, the crash, citation, and EMS reporting systems. It also includes projects that will assist in analyzing and reporting on traffic records data. For FFY 2026, the selected projects address the recommendations made from the NHTSA Traffic Records Assessment that was conducted in April 2019. Funds will be provided to the Department of Safety to improve the accessibility of highway safety data in preparation for the implementation of a crash data analysis system. The countermeasure strategy to improve accessibility of highway safety data within the data analysis planned activity will greatly assist the NH OHS and its partners to better identify areas where enforcement efforts and media messaging are most needed, thus positively impacting overall traffic safety by helping to decrease traffic crashes, related fatalities, and serious injuries.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Funding the traffic records accessibility countermeasure strategy to support the data analysis planned activities will greatly support the overall mission statement of the NH OHS and improve the accessibility of important highway data used to identify highway safety related concerns to deploy resources (enforcement, education, outreach, messaging, etc.)

It is anticipated this traffic records data analysis countermeasure strategy will help meet the fatality target of 121.6 (2022-2026 average), serious injury target of 499.6 (2022-2026 average) and continue to emphasize the importance to increase the ecrash advancement 2026 annual target of 150 agencies submitting crash reports (target already achieved) to improve and provide more important non-fatal crash data that will be analyzed to identify highway safety concerns.

Accessibility improvements supported by the data analysis planned activity and other projects, will contribute greatly to the efficient collection, sharing, and analysis of the State's traffic records data. Efforts such as this will help meet the stated performance targets within the Traffic Records program area and the overall Annual Grant Application and therefore help to minimize

crashes and the resulting injuries and or fatalities.

Rationale

The improve accessibility countermeasure strategy was selected along with the funding allocation for the planned activity data analysis, as it represented the best opportunity to help to achieve the stated performance goals within the traffic records program area and ultimately the core performance measures within the annual grant application.

Planned Activity: Data Analysis

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Accessibility**

Planned Activity Description:

Funds shall be provided to the Department of Transportation to support a data analyst who will retrieve, collect, and analyze non-fatal crash data to produce a non-fatal crash summary report and other documents that will be used for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations, causations and locations of crashes occurring on NH roads. Data will determine highway safety related issues or concerns to be targeted (through enforcement, education, outreach, messaging, etc.) to improve highway safety.

This data analyst will support the NH OHS by providing performance indicators to better determine support of highway safety projects more effectively and efficiently. This data will also be shared with highway safety partners to help meet our shared highway safety goals that will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury.

In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-256	NH Department of Transportation	Statewide/Concord

Project Name	Data Analysis
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete through program management.
Project Agreement Number	26-256
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Department of Transportation
Organization Type	State Department
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Traffic Records 402TR)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustment. This important countermeasure will provide the most updated non-fatal crash data needed to determine where highway safety concerns are occurring to deploy resources.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-08	Data Analysis	BIL/SUP NHTSA 402	Traffic Records 402 TR	2023/2024/ 2025	\$17,100	\$4,275	

Countermeasure Strategy: TR Improve Completeness

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Completeness**

Project Safety Impacts

This countermeasure provides funding and support for the Fatality Analysis Reporting System (FARS) analyst. The FARS analyst is responsible for gathering, translating, and transmitting NH's State fatality data to the National Center for Statistics and Analysis (NCSA) in a standard format. The analyst enters the coded data into a local microcomputer data file, and updates are

sent to NHTSA's central FARS Web-accessed database. The analyst obtains the documents needed to complete the FARS cases, which generally include some or all of the following:

- Police crash reports
- State vehicle registration files
- State driver licensing files
- State highway department data
- Vital records department data
- Death certificates
- Coroner/medical examiner reports
- Emergency medical service reports

Having complete data helps NH provide analysis of traffic safety crashes to identify problems and evaluate countermeasures leading to reducing fatalities and serious injuries resulting from motor vehicle crashes. Providing complete data to NHTSA also allows a national look at highway safety issues that may be trending that states need to be aware of or on the lookout for.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Funding the traffic records completeness countermeasure strategy to support the Fatality Analysis Reporting System (FARS) analyst planned activity and other projects will greatly support the overall mission statement of the NH OHS and improve the accessibility and completeness of important highway data used to identify highway safety related concerns to deploy resources (enforcement, education, outreach, messaging, etc.)

It is anticipated this traffic records Fatality Analysis Reporting System (FARS) analyst countermeasure strategy will help meet the fatality target of 121.6 (2022-2026 average), serious injury target of 499.6 (2022-2026 average) and continue to emphasize the importance to increase the ecrash advancement 2026 annual target of 150 agencies submitting crash reports (target already achieved) to improve and provide more important fatal and non-fatal crash data that will be analyzed to identify highway safety concerns.

Through initiatives such as the countermeasure strategy to improve completeness and with funds allocated within the planned activity fatal analysis reporting, along with other projects, we hope to contribute greatly to the efficient collection, sharing, and analysis of the State's traffic records data. Efforts such as this will help meet the stated performance targets within the traffic records program area, and the overall annual grant application, and therefore help to minimize crashes and the resulting injuries and or fatalities.

Rationale

The countermeasure was chosen for this planned activity, Fatal Analysis Reporting, as it was the best representative of the activity's objective. Consistent and frequent monitoring of fatalities, to include location and causation of fatalities, will allow the NH OHS to deploy the necessary countermeasures and planned activities throughout the year to not only meet our established goals for FFY 2026, but also significantly reduce fatalities and SBI statewide.

Planned Activity: Fatality Analysis Reporting

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Completeness**

Planned Activity Description:

Funding will support the Fatality Analysis Reporting System (FARS) analyst who 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.

Funding will support the FARS analyst to provide the NH OHS with a fatal crash summary report and other important highway safety data documentation to use to support projects (evidence-based data) within the annual grant application, triennial 3HSP, annual report, and the methodology used to invite highway safety partners to participate in the NH OHS grant program. This data and information will also be shared with highway safety partners and used to provide education, outreach or messaging.

In 2025, 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 6 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-248	NH Division of Motor Vehicles	Statewide/Concord

Project Name	Fatality analysis reporting
Countermeasure strategy	Make core highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	26-248
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Division of Motor Vehicles
Organization Type	State Department
Federal Funding Source(s)	405c
Eligible Use of Funds	1300.22 (Data Program 405C M3DA)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made at this time; however, timely, accurate fatality data is needed to understand when and where to deploy resources, etc. The NH OHS will continue to work with all highway safety partners to ensure the timely submission of this data.

Account Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-07	Fatality Analysis Reporting	BIL/IJA/SUP 405c Data Program	405c Data Program 405C M3DA	2022/2023/2024/ 2025/2026	\$81,000	\$19,500	

Countermeasure Strategy: TR Improve Integration

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Integration**

Project Safety Impacts

The planned crash data analysis system 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 and other sources. This crash data analysis system will integrate MMUCC compliant crash data, 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 (education, outreach, messaging, etc.). The crash data analysis system 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.

Linkage between Program Area

The crash data analysis system will facilitate identification of areas that have high incidences of crashes and traffic violations along with detailed data points and applications of NH OHS resources to reduce the incidence of crashes and traffic violations on New Hampshire roadways which will indirectly impact the following Performance Targets:

- C-1) Number of traffic fatalities
- C-2) Number of serious injuries in traffic crashes
- (C-3) Fatalities/VMT
- C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions
- C-6) Number of speeding-related fatalities
- C-9) Number of drivers age 21 or younger involved in fatal crashes
- (C-10) Number of pedestrian fatalities
- C-11) Number of bicyclists' fatalities

Rationale

The crash data analysis system will identify areas that have high incidences of crashes and traffic violations, along with detailed data points and with the application of NH OHS resources will indirectly reduce crashes and serious injuries on New Hampshire roadways.

Planned Activity: Crash Data Analysis System

Program Area: **Traffic Records (TR)**

Countermeasure Strategy ID: **TR Improve Integration**

Planned Activity Description:

Funding will be provided to the NH OHS to support a data analytics contractor to implement a crash data analysis system that will integrate with external and internal data flows over a virtual mediated schema, resulting in "virtual data integration" from the DMV, EMS, DOS, DOT and other sources. The crash data analysis system will integrate with MMUCC compliant crash data, E-Crash, E-Citation Data, EMS crash response injury data, DOT multi-source roadway & traffic

flow data and other data sources into an 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 crash data analysis system 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.

In addition, any equipment requests that are over \$9,999.00 will be sent to NHTSA for approval and will be Buy America compliant. In 2025, 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.

Intended Sub Recipients:

Project Number	Subrecipient(s)	Location
26-248	NH Division of Motor Vehicles	Statewide/Concord
26-245	NH Office of Highway Safety	Statewide/Concord
TBD	Crash Analytics System Vendor	TBD

Project Name	Crash Data Analysis System
Countermeasure strategy	Make highway safety data accessible, accurate, timely, integrated, uniform and complete.
Project Agreement Number	26-248/26-245/Other (TBD)
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Division of Motor Vehicles, NH Office of Highway Safety/Other (TBD)
Organization Type	State Department/Other (TBD)
Federal Funding Source(s)	405c
Eligible Use of Funds	1300.22 (Data Program 405C M3DA)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustments were made to include a contract with a crash analytics system vendor to implement the planned crash data analysis system.

Activity Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-03-09	Crash data analysis system	BIL/IIJA/SUP 405c Data Program	405c Data Program 405c M3DA	2022/2023/ 2024/2025/ 2025	\$200,000	\$50,000	
26-03-09	Crash data analysis system	BIL/IIJA/SUP 405c Data Program	405c Data Program 405c B3DSA/B3C /B3T	2022/2024/ 2025/2026	\$200,000	\$50,000	

Program Area: Police Emergency Medical Services/Equipment (EMS)

Traffic Safety Problem Identification

Associated Performance Measures

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities	<ul style="list-style-type: none"> EMS Training, Outreach & Equipment EMS Program Management 	5 Year	2022	2026	121.6
C-2) Number of Serious Injuries in traffic crashes	<ul style="list-style-type: none"> EMS Training, Outreach & Equipment EMS Program Management 	5 Year	2022	2026	499.6

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Using the funding methodology will allow the NH OHS to focus heavily on fatal, non-fatal and serious injury crashes to identify communities with the highest priority and will help determine award amounts and strategically target these areas for maximum positive impact on the overall fatality and injury data. In this focused approach, we hope to combat upward concerning trends occurring on NH roads in our drive toward zero. For FFY 2026, crash data clearly depicted where the most fatal and serious bodily injury crashes occurred.

Utilizing this data, the NH OHS will plan and provide funding for EMS activities and equipment for fire departments. This funding to fire departments will be used to train firefighters to become certified child passenger safety (CPS) technicians, participate in community engagement CPS installations days, conduct outreach events to communities on the importance of safe driving, receive first responder EMS training, and allow fire department the ability purchase extrication/stabilization equipment to ensure victims of a crash are removed from a motor vehicle in a timely efficient manner to receive medical care.

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities	<ul style="list-style-type: none"> EMS Training, Outreach & Equipment EMS Program Management 	5 Year	2022	2026	121.6
C-2) Number of Serious Injuries in traffic crashes	<ul style="list-style-type: none"> EMS Training, Outreach & Equipment EMS Program Management 	5 Year	2022	2026	499.6

Countermeasure Strategy: Emergency Medical Services Training, Outreach & Equipment

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services Training, Outreach & Equipment**

Project Safety Impacts

To reduce fatalities and serious injuries on NH roads the NH OHS will plan and provide funding for EMS activities and equipment for fire departments. This funding to fire departments will be used to train firefighters to become certified child passenger safety (CPS) technicians, participate in community engagement CPS installations days, conduct outreach events to communities to communicate on the importance of safe driving, receive emergency response training for first responders to a crash (creating a safe work zones, best practices for proper highway access, and extrication/stabilization equipment training). Funds should also support the purchase of extrication/stabilization equipment to ensure victims of a crash are removed from a motor vehicle in a timely efficient manner to receive medical care.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Using the funding methodology for FFY 2026 will help to focus efforts primarily on fatal and serious injury crashes to identify communities with the highest priority, will help determine award amounts and strategically target these areas for maximum positive impact of the overall fatality and injury data. In this focused approach through the countermeasure strategy, emergency medical services training, outreach & equipment, we hope to meet our fatality target of 121.6 (2022-2026 average) and serious injury target of 499.6 (2022-2026 average).

Rationale

The emergency medical services training, outreach & equipment countermeasure strategy was selected for this planned activity as it represented a good opportunity to use to achieve the stated performance goal within the Emergency Medical Services program area. Utilizing these very important EMS activities (CPS & equipment training and outreach) and equipment (extrication and stabilization equipment) will ensure the safety of child occupants, provide communities with important highway safety information to reduce fatalities and injuries and provide first responders responding to a crash the training and equipment necessary to ensure their safety 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.

Planned Activity: Emergency Medical Services Training, Outreach, Equipment

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services Training,**

Outreach, Equipment

Planned Activity Description:

This planned activity will provide overtime funds to New Hampshire fire departments and first responders (firefighters) to receive child passenger safety (CPS) certification training to ensure the necessary knowledge and resources to effectively install child safety seats and to educate parents and caregivers on their proper use. Overtime funding for firefighters will also be used to support their time during community engagement and installation days to install child seats, provide hands on child seat installation demonstrations, and answer any questions and provide resources to parents and caregivers. Additionally, overtime funds can be used by fire departments to support firefighters (who are certified CPS technicians) and their time at local hospital birthing classes to provide CPS knowledge, resources and/or CPS installation demonstration for expecting parents before their child arrives. The benefits of this program include the following:

- **Increased Child Safety:** By ensuring proper installation and usage of child safety seats to significantly reduce the risk of injury in the event of a vehicle collision.
- **Increase Community Trust and Engagement:** This program will strengthen relationships between fire departments and the communities they serve, demonstrating a commitment to family safety and well-being.
- **Provide Education and Awareness:** By educating parents and caregivers, we can foster a culture of safety that extends beyond the installation of child seats.
- **Ensure Resource Optimization:** Fire departments can leverage existing personnel and resources to implement this program effectively.

Overtime funds shall also be provided to New Hampshire fire departments and first responders (firefighters) for their time to provide outreach to communities on the importance of safe driving and what can happen during a crash (mock crash demonstration, etc.) to emphasize the importance to always drive safely.

Funding will also be provided to youth groups and educational institutions across the state, to

participate in the EMS equipment core educational component (educational component is required to be conducted for a fire department to be able to purchase EMS equipment). The necessary time, resources, and props to stage mock crash scenes will be provided for these educational events. These powerful, realistic simulations will be conducted to lead-up to major events like prom, graduations, and significant sporting events, serving as a vivid and impactful demonstration of the dangers of impaired and distracted driving. By actively involving students in these exercises, we can create a lasting impression and empower them to make responsible choices.

Overtime funds will be provided to support New Hampshire fire departments and first responders, allowing them to attend crucial emergency response training. This training is essential for learning how to create a safe work zone after a crash, properly access highways, use extrication and stabilization equipment, safely extinguish fires (including those in electric vehicles), and properly transport victims within the "Golden Hour." Fire departments are increasingly concerned about the specialized training needed for electric vehicle (EV) fires, as these can reignite and require significantly more water and on-scene time. Funding for this training is critical as EV adoption rises. Additionally, funding will be available for fire departments to purchase new extrication equipment, provided they use it to conduct community outreach, such as mock crash demonstrations, to emphasize the importance of safe driving. The state's fire incident reporting system is also being upgraded from NFRIS to the new National Emergency Response Information System (NERIS) in October 2025. This upgrade is important because the current system does not track EV or lithium-ion battery fires, a capability the new NERIS system will have. While we know we are underreporting EV fires showing only 2 out of 400 total vehicle fires, the need for specialized training and equipment is growing, given that as of 2024, New Hampshire has 8,087 electric, 28,194 hybrid, and 3,442 plug-in vehicles on the road.

Funding shall be provided to fire departments for the purchase of extrication equipment (i.e., spreaders, cutters, stabilization, combi tools, etc.) if an education outreach component is provided to communities on the importance of safe driving and what can happen during a crash (mock crash demonstration, etc.) to emphasis the importance to always drive safely.

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 2025, 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 training for first responders on the use of extrication/stabilization equipment, 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.

Intended Subrecipients

<u>PROJECT NUMBER</u>	<u>SUBRECIPIENTS</u>	<u>LOCATION</u>
26	Acworth Volunteer Fire and Rescue	Acworth
26	Alexandria Fire Department	Alexandria
26	Allenstown Fire Department	Allenstown
26	Alstead Fire Department	Alstead
26	Alton Fire Department	Alton
26	Amherst Fire Rescue	Amherst
26	Andover Fire Department	Andover
26	Antrim Fire & Ambulance	Antrim
26	Ashland Fire Department	Ashland
26	Atkinson Fire Department	Atkinson
26	Auburn Fire Department	Auburn
26	Barnstead Fire	Barnstead
26	Barrington Fire & Rescue	Barrington
26	Bartlett Fire Department	Bartlett
26	Bath Fire Department	Bath
26	Bedford Fire Department	Bedford
26	Beecher Falls Fire Dept	Beecher
26	Belmont Fire Department	Belmont
26	Bennington Fire Rescue	Bennington
26	Berlin Fire Department	Berlin
26	Bethlehem Fire Department	Bethlehem
26	Boscawen Fire Department	Boscawen
26	Bow Fire Department	Bow
26	Bradford Fire Rescue	Bradford
26	Brentwood Fire Department	Brentwood
26	Bridgewater Fire Rescue & EMS	Bridgewater
26	Bristol Fire Department	Bristol
26	Brookline Fire Department	Brookline
26	Campton- Thornton Fire Rescue	Campton- Thornton
26	Canaan Fire Department	Canaan
26	Candia Fire & Rescue	Candia
26	Canterbury Fire & Rescue	Canterbury
26	Center Conway Fire	Center Conway
26	Center Harbor Fire Rescue	Center Harbor
26	Center Ossipee Fire & Rescue	Center Ossipee
26	Charlestown Fire Department	Charlestown
26	Chester Fire Department	Chester
26	Chesterfield Fire & Rescue	Chesterfield
26	Chichester Fire- Rescue	Chichester
26	Claremont Fire Department	Claremont

26		Colebrook Fire Department	Colebrook
26		Concord Fire Department	Concord
26		Conway Fire Department	Conway
26		Cornish Fire Department	Cornish
26		Croydon Fire & Rescue	Croydon
26		Dalton Fire Rescue	Dalton
26		Danbury Fire Department	Danbury
26		Danville Fire Department	Danville
26		Deerfield Fire & Rescue	Deerfield
26		Deering Fire / Rescue	Deering
26		Derry Fire Department	Derry
26		Dover Fire & Rescue	Dover
26		Dublin Fire Department	Dublin
26		Dunbarton Fire Department	Dunbarton
26		Durham Fire Department	Durham
26		East Conway Fire Department	East Conway
26		East Kingston FD	East Kingston
26		Easton Fire Department	Easton
26		Eaton Fire	Eaton
26		Effingham Fire Rescue	Effingham
26		Enfield Fire Department	Enfield
26		Epping Fire & Rescue Department	Epping
26		Epsom Fire	Epsom
26		Errol Volunteer Fire Department	Errol
26		Exeter Fire Department	Exeter
26		Farmington Fire & Rescue	Farmington
26		Fitzwilliam Fire	Fitzwilliam
26		Francestown Volunteer Fire Department	Francestown
26		Franconia Fire Department	Franconia
26		Franklin Fire Department	Franklin
26		Freedom Fire- rescue department	Freedom
26		Fremont Fire/Rescue	Fremont
26		Gilford Fire-Rescue	Gilford
26		Gilmanton Fire Rescue	Gilmanton
26		Gilsum Fire & Rescue	Gilsum
26		Goffstown Fire	Goffstown

26		Gorham Fire/EMS	Gorham
26		Goshen Rescue	Goshen
26		Grafton Volunteer Fire Department	Grafton
26		Grantham Fire-EMS	Grantham
26		Greenfield Fire and Rescue	Greenfield
26		Greenland Fire Department	Greenland
26		Greenville Fire & Rescue	Greenville
26		Groveton Fire Department	Groveton
26		Hampstead Fire Department	Hampstead
26		Hampton Falls Fire Department	Hampton Falls
26		Hampton Fire Rescue	Hampton
26		Hancock Fire Department	Hancock
26		Hanover Fire Department	Hanover
26		Harrisville Fire Department	Harrisville
26		Haverhill Fire Department	Haverhill
26		Hebron Fire Department	Hebron
26		Henniker Fire Department	Henniker
26		Hill Fire Department	Hill
26		Hillsboro Fire Rescue	Hillsboro
26		Hinsdale Fire Department	Hinsdale
26		Holderness Fire	Holderness
26		Hollis Fire	Hollis
26		Hooksett Fire Rescue Department	Hooksett
26		Hopkinton Fire Department	Hopkinton
26		Hudson Fire	Hudson
26		Jackson Fire Department	Jackson
26		Jaffrey Fire Rescue	Jaffrey
26		Jefferson Fire and EMS	Jefferson
26		Keene Fire Department	Keene
26		Kensington Fire Rescue	Kensington
26		Kingston Fire & Rescue	Kingston
26		Laconia Fire Department	Laconia
26		Lancaster Fire Department	Lancaster
26		Landaff Volunteer Fire Department	Landaff
26		Langdon Fire and Rescue	Langdon
26		Lebanon Fire Department	Lebanon

26		Lee Fire and Rescue	Lee
26		Lempster Fire Department	Lempster
26		Lincoln Fire Department	Lincoln
26		Lisbon Fire & EMS	Lisbon
26		Litchfield Fire Rescue	Litchfield
26		Littleton Fire Rescue	Littleton
26		Londonderry Fire Rescue	Londonderry
26		Loudon Fire Department	Loudon
26		Lyman Fire Department	Lyman
26		Lyme Fire & EMS / Fast Squad	Lyme
26		Lyndeborough Fire	Lyndeborough
26		Madbury Fire	Madbury
26		Madison Fire Rescue	Madison
26		Manchester Fire	Manchester
26		Marlborough Fire Department	Marlborough
26		Marlow Fire & EMS	Marlow
26		Mason Fire	Mason
26		Meredith Fire Department	Meredith
26		Merrimack Fire	Merrimack
26		Middleton Fire Rescue	Middleton
26		Milan Fire Department	Milan
26		Milford Fire Department	Milford
26		Milton Fire- Rescue	Milton
26		Monroe Fire Department	Monroe
26		Mont Vernon Fire Department	Mont Vernon
26		Moultonborough Fire Rescue	Moultonborough
26		Nashua Fire Rescue	Nashua
26		Nelson Fire & Rescue	Nelson
26		New Boston Fire Department	New Boston
26		New Castle Fire	New Castle
26		New Durham Fire	New Durham
26		New Hampton Fire	New Hampton
26		New Ipswich Fire	New Ipswich
26		New London Fire Department	New London
26		Newbury Fire Department	Newbury
26		Newfields Fire & Rescue	Newfields

26		Newington Fire	Newington
26		Newmarket Fire and Rescue	Newmarket
26		Newport Fire Department	Newport
26		Newton Fire Department	Newton
26		North Conway Fire/Rescue Department	North Conway
26		North Hampton Fire	North Hampton
26		North Walpole Fire Department	North Walpole
26		North Walpole Fire Department	North Walpole
26		Northwood Fire Rescue	Northwood
26		Nottingham Fire Rescue	Nottingham
26		Orford Fire Department	Orford
26		Ossipee Corner Fire Department	Ossipee
26		Pelham Fire	Pelham
26		Pembroke Fire Department	Pembroke
26		Peterborough Fire and Rescue	Peterborough
26		Piermont Fire Department	Piermont
26		Pittsburg Fire Department	Pittsburg
26		Pittsfield Fire Department	Pittsfield
26		Plainfield Fire Department	Plainfield
26		Plaistow Fire	Plaistow
26		Plymouth Fire- Rescue	Plymouth
26		Portsmouth Fire Department	Portsmouth
26		Randolph Fire Department	Randolph
26		Raymond Fire Department	Raymond
26		Richmond Fire Department	Richmond
26		Rindge Fire Department	Rindge
26		Rochester Fire Department	Rochester
26		Rollinsford Fire Department	Rollinsford
26		Roxbury Fire Department	Roxbury
26		Rumney Fire Department	Rumney
26		Rye Fire & Rescue	Rye
26		Salem Fire Department	Salem
26		Salisbury Volunteer Fire & Rescue Dept	Salisbury
26		Sanbornton Fire & Rescue	Sanbornton
26		Sandown Fire Rescue	Sandown
26		Sandwich Fire Department	Sandwich

26		Seabrook Fire Department	Seabrook
26		Sharon Town Emergency Management	Sharon
26		Shelburne Fire Department	Shelburne
26		Somersworth Fire	Somersworth
26		South Hampton Fire & Rescue	South Hampton
26		Spofford Fire & Rescue	Spofford
26		Springfield Fire-Rescue	Springfield
26		Stark Fire Department	Stark
26		Stoddard Fire	Stoddard
26		Strafford Fire	Strafford
26		Stratford Fire Department	Stratford
26		Stratham Volunteer Fire Department	Stratham
26		Sugar Hill Fire-Rescue	Sugar Hill
26		Sullivan Fire & Rescue	Sullivan
26		Sunapee Fire Dept.	Sunapee
26		Surry Fire Department	Surry
26		Sutton Fire Department	Sutton
26		Swanzy Fire Department	Swanzy
26		Tamworth Fire/Rescue Department	Tamworth
26		Temple Volunteer Fire & Rescue	Temple
26		Tilton-Northfield Fire & EMS	Tilton-Northfield
26		Troy Fire Department	Troy
26		Tuftonboro Fire Rescue Department	Tuftonboro
26		Twin Mountain Fire Rescue	Twin Mountain
26		Unity Fire	Unity
26		Wakefield Fire Department	Wakefield
26		Walpole Fire- EMS	Walpole
26		Warner Fire Rescue	Warner
26		Warren Volunteer Fire Department	Warren Volunteer
26		Washington Fire & Rescue	Washington
26		Waterville Valley Department of Public Safety	Waterville Valley
26		Weare Fire Rescue	Weare
26		Webster Fire Department	Webster
26		Wentworth Fire Department	Wentworth
26		Westmoreland Fire/ Rescue	Westmoreland
26		Whitefield Fire and Rescue	Whitefield

26		Wilmot Volunteer Fire Department	Wilmot
26		Wilton Fire Department	Wilton
26		Winchester Fire EMS	Winchester
26		Windham Fire	Windham
26		Windsor Fire Department	Windsor
26		Wolfeboro Fire-Rescue Department	Wolfeboro
26		Woodstock Fire Department	Woodstock
26		Woodsville Fire Department	Woodsville

Project Name	Emergency Medical Services Training, Outreach & Equipment
Countermeasure strategy	To reduce fatalities and serious injuries through the use of EMS Training, Outreach & Equipment.
Project Agreement Number	26- TBD (please see list of potential subrecipients above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	Fire Departments
Organization Type	Municipal
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (EMS 402EM/OP)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustments made to add EMS training, outreach & equipment to save lives and reduce injuries on NH roads.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-10-04	EMS Training, Outreach & Equipment	BIL/SUP NHTSA 402	EMS 402 EM/OP	2023/2024/ 2025	\$300,000	\$75,000	\$300,000

Countermeasure Strategy: Emergency Medical Service Program Management

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services Training, Outreach & Equipment**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service EMS related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing to reduce crashes and the resulting injuries and or fatalities.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Funding the Program Management countermeasure strategy to support the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all enforcement, equipment and other projects and will therefore help to meet the fatalities target at 121.6 (2022-2026 average), and the serious injury target of 499.6 (2022-2026 average).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the Emergency Medical Services program area.

Planned Activity: Emergency Medical Services Planning & Administration

Program Area: Emergency Medical Services (EMS)

Countermeasure Strategy ID: Emergency Medical Services Program Management

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (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 2025, 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, enforcement, and equipment to help save lives. 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.

Intended Subrecipient

Project Number	Subrecipient(s)	Location
26-10-01	NH Office of Highway Safety	Concord

Project Name	Emergency Medical Services Planning & Administration
Countermeasure strategy	To reduce fatalities and serious injuries through program management.
Project Agreement Number	26-10-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	NH Highway Safety Office
Federal Funding Source(s)	402 PA
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include a NHSP Captain to assist the NH OHS with highway safety activities.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-10-01	Planning & Administration	BIL/SUP NHTSA 402	EMS 402 PA	2023/2024/ 2025	\$26,000	\$26,000	

Planned Activity: NH OHS Staff

Program Area: **Emergency Medical Services (EMS)**

Countermeasure Strategy ID: **Emergency Medical Services Program Management**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions proportional to this program area (excluding Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police and fire departments to promote strategies and policies to strengthen our mission to save lives and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, and office operation, proportional to the program area, indirect costs and audit fees.

In 2025, 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, enforcement, and equipment to help save lives.

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.

Intended Subrecipient

Project Number	Subrecipient(s)	Location
26-10-02	NH Office of Highway Safety	Concord

Project Name	Emergency Medical Services/ NH OHS Staff
Countermeasure strategy	To reduce fatalities and serious injuries through program management
Project Agreement Number	26-10-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	NH Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (EMS 402EM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. NH OHS staff will continue to work with partners and NHTSA to provide funding for EMS related projects.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-10-02	NH OHS Staff	IIJA/SUP NHTSA 402	EMS 402EM	2023/2024/ 2025	\$25,000	\$6,250	

Program Area: Preventing Roadside Deaths (PRD)

Traffic Safety Problem Identification

Associated Performance Measures

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-18) Number of Roadside Traffic Fatalities	<ul style="list-style-type: none"> PRD Paid Media PRD Enforcement PRD Program Management 	Annual	2024	2026	33

Preventing NH Roadside deaths continues to be a top priority for the NH OHS. In 2024, there were approximately 37 roadside traffic related fatalities that occurred on NH roads throughout the state. Also, from 2022 through 2024 New Hampshire State Police data shows that there were approximately 4,448 NH roadside related crashes. Many of these roadside related crashes have occurred because of speeding, impairment, and distraction.

Using the funding methodology will allow the NH OHS to focus heavily on fatal, non-fatal and serious injury crashes to identify locations with the highest priority to help determine participation and award amounts and strategically target locations for maximum positive impact

on the overall fatality and injury data. In this focused approach, we hope to combat upward concerning trends occurring to prevent roadside crashes and related deaths in FFY 2026.

Countermeasure Strategy: PRD Media Campaign

Program Area: **Preventing Roadside Deaths (PRD)**

Countermeasure Strategy ID: **PRD Media Campaign**

Project Safety Impacts

The NH OHS Media Campaign provides funding to conduct public information and educational campaigns, electronic media campaigns, or in-house PSAs to promote the importance of not driving while distracted and to move over (to include PSAs on the move over statute to ensure the public understands the new aspects of the law) when approaching vehicles, civilians, first responders, law enforcement, on the side of the road to prevent roadside deaths. Funds shall be used to contract with a public relations firm, organization, association (such as AAA, EVR Advertising, iHeart Media, Destination Media DBA, GSTV, NHIAA, NH Broadcast Association, etc.) to conduct traffic safety public information and educational campaigns at the state or local levels. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. NH OHS will leverage 15, 30, and 60 second PSAs developed under the preventing roadside deaths program and modify and/or adjust the message to meet various other age demographics, to educate the motoring public and potentially reduce the number of distraction and roadside related crashes and associated deaths. By reducing the total number of distraction and roadside related crashes and leveraging these collaborative efforts within the planned activity paid media, it is projected that we will be able to reduce distracted driving and roadside crash-related deaths and injuries across the state.

Linkage between Program Area

The data analysis identifies the State's need to address roadside deaths which has claimed lives and caused many injuries. Through a robust Media Campaign within the Planned Activity "Paid Media", coupled with enforcement, the roadside death fatality target decreases these related fatalities from 37 (2024) to 33 (2026).

Rationale

The media and educational countermeasure strategy was chosen as enforcement alone will not reduce distraction and roadside related fatalities. It is imperative for the state to have a robust education and media campaign centered on all distractions and the importance to move over to prevent roadside deaths that are commonly inhibiting a motor vehicle operator from operating a motor vehicle safely. This countermeasure, coupled with the requisite amount of enforcement of the State's hands-free law and the move over law, will complement each other to prevent

roadside deaths.

Planned Activity: Paid Media

Planned Activity Description:

New Hampshire's hands-free law, prohibiting the use of a handheld device while operating a motor vehicle, and move over law, requiring all operating a motor vehicle to move over for all stopped vehicles on the side of the road, are two laws extremely effective in reducing roadside deaths and serious injury.

The NH OHS will continue to proactively message the public on preventing roadside deaths and the dangers of speeding, driving while impaired, driving distracted, utilizing a handheld device, and not moving over for all stopped vehicles on the side of the road while operating a motor vehicle. The use of effective messaging surrounding preventing roadside crashes and deaths will assist in this unnecessarily occurring each year.

Funding for this planned activity will be used to support a contract with a public relations firm, organization, or association (such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wildcats, 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 and moving over for all vehicles stopped at the roadside to prevent roadside deaths.

Funds shall also be used to support an electronic media campaign, or an in-house program to promote and encourage operators not to speeding, drive impaired, or be distracted by conversation, consumption of food and/or beverage, grooming, using illegally using a cell phone, etc. and to move over for all vehicles stopped at the roadside when driving to prevent roadside deaths.

Lastly, funding shall be used to support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, NHTSA distracted driving mobilization, July Fourth, and the NHTSA Labor Day mobilization. Funds shall support contracts with media vendors, universities, sports teams (i.e. such as AAA, EVR Advertising, iHeartMedia, NH Fisher Cats, UNH Wildcats, 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 and not moving over for all vehicles stopped at the roadside to prevent roadside deaths.

NH OHS shall coordinate all local messages to coincide with NHTSA national mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in roadside related crashes and the resulting injuries and deaths caused by speeding, impairment, distraction and not moving over for all vehicles stopped at the roadside when 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 2025, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas to minimize roadside 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.

In 2026, roadside deaths occurring on NH roads will be a concern that the NH OHS will be focused on addressing. NH State Police data indicates a continued trend of roadside related crashes that have occurred from 2022 to 2024 (4,448) and the number of roadside related deaths reported from NH FARS in 2024 (37) is cause for concern. The NH OHS recognizes that this identified problem needs to be addressed and has placed special emphasis on preventing roadside deaths through providing media and enforcement efforts to combat this issue. In conjunction with preventing roadside deaths through media efforts, the NH OHS will also provide overtime enforcement funding to support the New Hampshire State Police to conduct specialized preventing roadside death enforcement efforts throughout 2026 that addresses motorists violating Sherrill's Law, speeding, driving impaired, and driving distracted. Also, the NH OHS will work with our media partners to ensure related preventing roadside death information is provided to the public to prevent these crashes and resulting injuries and deaths from occurring.

Other enforcement efforts and outreach efforts conducted through our highway safety partners to help reduce roadside deaths through 2026 may include the community and outreach and betterment projects, youth operator program, corridor enforcement and statewide saturation initiatives, and the public participation and engagement events conducted by the NH OHS, etc.

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 of injuries relating to distraction and not moving over for all vehicles stopped at the roadside to prevent roadside deaths.

Potential Intended Subrecipients

Project Number	Subrecipient	Location
26-265	AAA	Statewide
26-266	Injury Prevention Center CHAD/DH	Statewide/Lebanon
26-269	Derry CATS	Statewide/Derry
26-271	NH Fisher Cats Baseball	Statewide/Manchester
26-272	I HEART	Statewide/Manchester
26-277	Pine Knoll Racing	Statewide/Sanbornville
26-274	Destination Entertainment Inc GSTV	Statewide
26-275	Matrix Entertainment	Statewide
26-276	NHIAA	Statewide
26-283	NH Association of Broadcasters	Statewide
26-230	Southern NH University	Manchester
26-235	Dartmouth College	Hanover
26-236	Keene State College	Keene
26-237	Plymouth State college	Plymouth
26-238	University of New Hampshire	Durham
26-279	Alliance Sports Marketing	Statewide
26-278	Ross Express	Boscawen
26-281	WMUR TV	Statewide/Manchester
26-284	NH Motor Transport	Statewide
26-285	National Safety Council	Statewide
26-286	Business & Industry Association of NH	Statewide
26-287	EVR Advertising	Statewide/Manchester
26-244	Department of Safety	Statewide/Concord
26-245	Office of Highway Safety	Statewide/Concord
26-289	NH Motor Speedway	Statewide/Loudon

Project Name	Preventing roadside deaths paid media
Countermeasure strategy	Preventing roadside deaths by enforcing all motor vehicle violations and ensuring all operators of motor vehicles move over for all vehicles stopped at the roadside through communication, education and outreach programs delivered through the preventing roadside deaths media campaign
Project Agreement Number	26- (To be determined. Please see intended projects above)
Amendment to Add Project Numbers	Yes
Subrecipients(s)	To be determined
Organization Type	State Highway Safety Office, State Departments, Media outlets, universities, companies, organizations, hospitals, non-profits
Federal Funding Source(s)	405h
Eligible Use of Funds	1300.27

Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	This is a new program area for FFY 2026. No adjustments currently.

Funding Information:

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-11-03	Paid Media	I/JA/SUP NHTSA 405h	Preventing Roadside Deaths 405h M12BPE	2026	\$10,000.00	\$2,500	

Countermeasure Strategies & Planned Activities

Performance measure name	Countermeasure Strategies in this Program Area	Target Period	Target Start Year	Target End Year	Target Value
C-18) Number of Roadside Traffic Fatalities	<ul style="list-style-type: none"> • PRD Paid Media • PRD Enforcement • PRD Program Management 	Annual	2024	2026	33

Countermeasure Strategy: Preventing Roadside Deaths Enforcement Patrols

Program Area: **Preventing Roadside Deaths Enforcement Patrols (PRD)**

Countermeasure Strategy ID: **PRD Overtime Enforcement Patrols**

Project Safety Impacts

Funds will be provided to support the New Hampshire State Police (NHSP) to conduct year-round overtime enforcement patrols to prevent roadside deaths aimed at enforcing the state's distracted driving and move over law. Specific times and locations will be identified through evidence-based data.

Linkage between Program Area

Preventing roadside death fatalities continues to be a top priority for law enforcement to enforce to emphasize the move over law that requires all motorists to move over for all vehicles stopped at the roadside. Every year needless crashes occur on NH roads because motorists do not move over for vehicles stopped at the roadside.

This countermeasure strategy is a focused approach to ensure motorists move over for all vehicles stopped at the roadside to prevent roadside deaths through the preventing roadside deaths enforcement patrols planned activity. This planned activity is conducted by NH State Police to provide preventing roadside death enforcement efforts to decrease roadside deaths which have claimed lives and caused many crashes. This effort, coupled with media messaging are roadside death countermeasures designed to decrease roadside related fatalities from 37 (2024) to 33 (2026).

This target was chosen as it is consistent with what we are currently observing on our roadways. We understand that any changes in behavior will be driven by proactive messaging, education, and enforcement as well as aggressive efforts to change acceptable norms.

Most recently the move over law was revised to ensure that all motorists move over for all vehicles stopped at the roadside and not just emergency responders. These enforcement efforts in conjunction with messaging will inform operators of the revised move over law to reduce move over roadside related fatalities.

In 2026, New Hampshire State Police will conduct preventing roadside death overtime enforcement patrols to help decrease the trending increase in fatalities (2021-2024) over the past few years. The NH State Police commitment to conduct these patrols is based on historical activity and evidence-based data that has involved many crashes involving motorists stopped at the roadside who have been killed or seriously injured to include first responders. This evidence

based data supports awarding NH State Police in FFY 2026 grants.

Rationale

The countermeasure was chosen for this planned activity as it was the best representative of the activity's objective.

Roadside deaths have been linked to motorists' failure to move over for stopped vehicles at roadsides. The preventing roadside death funding will be used to support overtime patrols for NH State Police to reduce these fatalities. New Hampshire will utilize 2021 through 2025 crash data to assist in identifying where funds can be best allocated to reduce roadside death related crashes.

Planned Activity: Preventing Roadside Deaths Enforcement Patrols

Program Area: **Preventing Roadside Deaths (PRD)**

Countermeasure Strategy ID: **PRD Overtime Enforcement Patrols**

Planned Activity Description:

Funds are requested to allow NHSP to conduct preventing roadside death overtime enforcement patrols using 405h funds (Troops A, B, C, D, E, F, G and the special enforcement unit) to conduct these patrols on 16, 93, 95, 293, 89, 101, 125, 3, 111, 9, 202, 28, etc., to enforce the move over law and other motor vehicle violations on roads traversing throughout NH. The preventing roadside deaths enforcement patrols will be conducted year-round. Specific times and locations will be based on state crash and violation data. This data will continue to be reviewed throughout the year to effectively allocate resources where and when these crashes occur.

Preventing NH Roadside deaths continues to be a top priority for the NH OHS. In 2024, there were approximately 37 roadside traffic related fatalities that occurred on NH roads throughout the state. Also, from 2022 through 2024, NH State Police data indicates there have been approximately 4,448 NH roadside related crashes. Many of these roadside related crashes have occurred because of speeding, impairment, distraction, and drivers not moving over for all vehicles stopped at the side of the road.

On September 13, 2025, "Sherrill's Law" goes into effect that expands on the original "Move Over Law" and will require drivers to move over and slow down for **all** vehicles stopped on the side of the roadway. "Sherrill's law" reflects NH State Police Trooper Jesse Sherrill's enduring concern for the safety and well-being of others that he demonstrated as a state trooper before he was tragically killed by a driver while guarding a construction project. The expansion of this law that will require drivers to move over and slow down for **all** vehicles stopped on the side of

the roadway was considered when setting the preventing roadside death target at 33 for 2026 to prevent and reduce these tragic and unnecessary roadside deaths.

In 2025, public participation and community outreach and betterment meetings allowed the public to discuss freely ideas, minimize all crashes to include roadside related crashes. These ideas typically include increasing enforcement (conducted by New Hampshire state police and local and county law enforcement) to address motor vehicle 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 2026, the NH OHS recognizes that this identified problem needs to be addressed and has placed special emphasis on preventing roadside deaths through providing enforcement and media efforts. The NH OHS will provide overtime enforcement funding to support the New Hampshire State Police to conduct these specialized preventing roadside death enforcement efforts throughout 2026 that addresses motorists violating Sherrill's Law, speeding, driving impaired, and driving distracted. Also, the NH OHS will work with our media partners to ensure related preventing roadside death information is provided to the public to prevent these crashes and resulting injuries and deaths from occurring.

Other enforcement efforts and outreach efforts conducted through our highway safety partners will also help reduce roadside deaths through 2026 to include the community and outreach and betterment projects, youth operator program, corridor enforcement and statewide saturation initiatives, and NH OHS public participation and engagement events, etc.

Intended Subrecipients

Project Number	Subrecipient	Location
26-244	NH State Police	Statewide

Project Name	Preventing Roadside Deaths Enforcement Patrols
Countermeasure strategy	To reduce roadside death fatalities through conducting roadside deaths enforcement patrols
Project Agreement Number	26-244
Amendment to Add Project Numbers	No
Subrecipients(s)	New Hampshire Department of Safety State Police
Organization Type	State
Federal Funding Source(s)	405h
Eligible Use of Funds	23 CFR 1300.27
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	This is a new project to reduce roadside deaths through overtime enforcement patrols conducted by NH State Police.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-11-04	State Police Preventing Roadside Deaths Enforcement Patrols	IIJA/SUP NHTSA 405h	PRD 405h M12BLE	2026	\$40,000	\$10,000	

Countermeasure Strategy: Preventing Roadside Deaths Program Management

Program Area: **Preventing Roadside Deaths (PRD)**

Countermeasure Strategy ID: **Preventing Roadside Deaths**

Project Safety Impacts

Funds shall be provided to support NH OHS staff that work within the planned activities NH OHS Staff and Planning & Administration. Staff members will work to service Roadside Death related projects. Funds will also cover travel, professional development expenses, and other related program expenses, such as conferences and trainings, within the planned activity Planning & Administration.

Efforts made under this countermeasure and within these planned activities will contribute to the overall mission statement and help in continuing to reduce crashes and the resulting injuries and or fatalities.

Linkage between Program Area

In 2023, 127 fatalities resulted from 119 fatal crashes occurring in 2023 which is a 13% decrease in fatalities compared to 2022 (146 fatalities and 137 fatal crashes). Serious injury crashes increased from 482 in 2021 to 626 in 2022. In 2023, serious injury crashes decreased from 2022 (626) to 598.

Funding the Program Management countermeasure strategy to support the planned activities NH OHS Staff and Planning & Administration will greatly support the overall mission statement of the NH OHS through the implementation and servicing of all roadside death related projects and will therefore help to decrease the preventing roadside death fatalities target from 37 (2024) to 33 (2026).

Rationale

The Program Management countermeasure strategy was selected for these planned activities as it represented a good opportunity to help to achieve the stated performance goal within the preventing roadside deaths program area.

Planned Activity: Preventing Roadside Deaths Planning & Administration

Program Area: **Preventing Roadside Deaths (PRD)**

Countermeasure Strategy ID: **Preventing Roadside Deaths Program Management**

Planned Activity Description:

This planned activity will support NH OHS positions of Program Manager, NHSP Captain, Accountant, and Program Assistant that are involved in the Office of Highway Safety Planning & Administration responsibilities. Funds will be provided to support salaries, travel, attending conferences and or training, operating costs, office space and other overhead costs, supplies, equipment (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 2025, 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, enforcement, and equipment to help save lives. 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.

Intended Subrecipient

Project Number	Subrecipient(s)	Location
26-10-01	NH Office of Highway Safety	Concord

Project Name	Preventing Roadside Deaths Planning & Administration
Countermeasure strategy	To reduce roadside death fatalities through program management
Project Agreement Number	26-10-01/26-292
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	NH Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (Planning and Administration 402PA)
Planning and Administration (if applicable)	yes
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	Adjustment made to include a NHSP Captain to assist the NH OHS with highway safety activities.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-11-01	Planning & Administration	IJA/ SUP NHTSA 402	PRD 402 PA	2023/2024/ 2025/2026	\$26,000	\$26,000	

Planned Activity: NH OHS Staff Preventing Roadside Deaths

Program Area: **Preventing Roadside Deaths (PRD)**

Countermeasure Strategy ID: **Preventing Roadside Deaths**

Planned Activity Description:

This Planned Activity will support all NH OHS staff positions proportional to this program area (excluding Program Manager, NHSP Captain, Accountant, and Program Assistant) to coordinate the development and implementation of new and existing highway safety programs. NH OHS staff members will work in conjunction with local and state police and fire departments to promote strategies and policies to strengthen our mission to save lives and make the roadways safe for all to travel. Funds will be provided for salaries, travel related expenses relative to state and national conferences and trainings, in-state travel, supplies, and office operation, proportional to the program area, indirect costs and audit fees.

In 2025, 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, enforcement, and equipment to help save lives.

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.

Intended Subrecipient

Project Number	Subrecipient(s)	Location
26-10-02	NH Office of Highway Safety	Concord

Project Name	Preventing Roadside Deaths NH OHS Staff
Countermeasure strategy	To reduce fatalities and serious injuries through program management
Project Agreement Number	26-10-02
Amendment to Add Project Numbers	No
Subrecipients(s)	NH Office of Highway Safety
Organization Type	NH Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC (402EM)
Planning and Administration (if applicable)	No
Promised Project	No
1300.12(b) Adjustments to Countermeasure Strategies	No adjustments made. NH OHS staff will continue to work with partners and NHTSA to provide funding for roadside deaths related projects.

Unique Identifier	Planned Activity	Funding Source	Eligible use of Funds	Source Year	Estimated Funding Amount	Match Amount	Local Benefit
26-11-02	NH OHS Staff	IJA/SUP NHTSA 402	PRD 402	2023/2024/ 2025	\$25,000	\$6,250	

Evidence-Based Traffic Safety Enforcement Program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
26-04-11	Distracted Driving Mobilizations
26-02-04	Enforcement Patrols/Speed Patrols/Equipment
26-07-04	ID DWI/DUI/DRE Patrols, Checkpoints,
26-07-11	Impaired Driving National Campaigns
26-01-04	Join The NH Clique (Click It or Ticket)
26-06-04	Pedestrian and Bicycle Enforcement Patrols
26-11-04	Preventing Roadside Deaths Enforcement Patrols

Crash Analysis

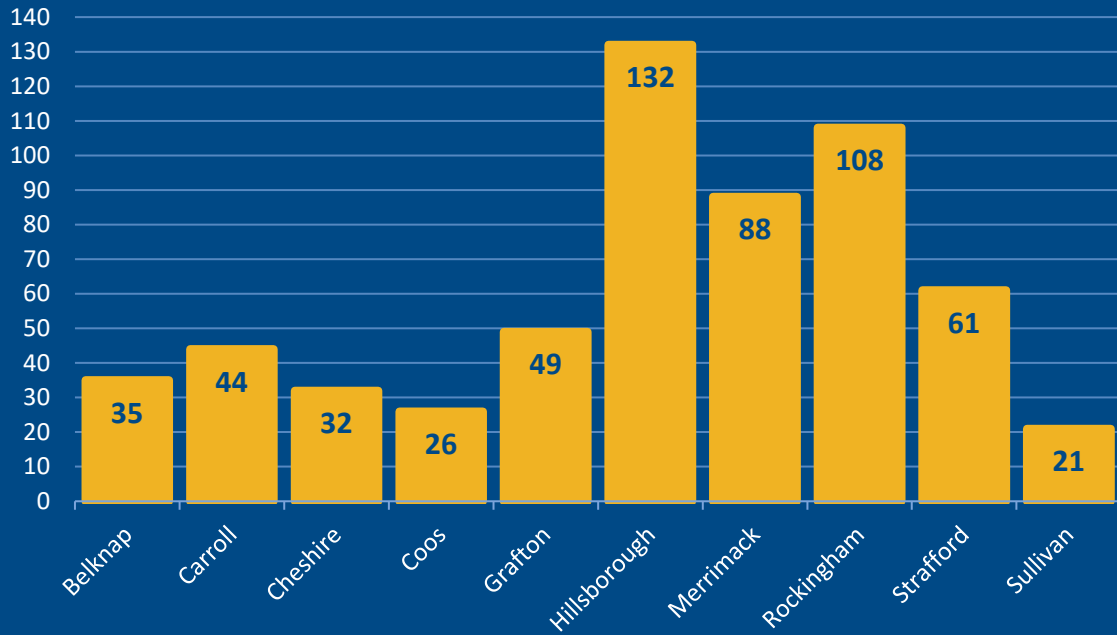
Analysis of crashes, crash fatalities, and injuries in areas of highest risk:

Hillsborough, Rockingham, and Merrimack counties represented the highest number of fatal crashes (see chart below) that occurred within New Hampshire in 2019-2023. In 2023, Rockingham County had the most fatal crashes at 28. Fatal crash data collected from 2019-2023 shows Hillsborough having the most fatal crashes within these years totaling 132. Using the data, below as well as data from 2019-2023 on serious bodily injury crashes and all crashes, New Hampshire will build its Traffic Safety Enforcement Program (TSEP) through a data driven approach that includes non-fatal crashes, fatalities, serious bodily injuries, EMS data, and the availability of resources from our local partners to reduce fatalities and SBI within our state. Reported crash data from calendar year 2021 reflected 482 serious bodily injuries (A) because of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for approximately 15% or potentially more (about 3,400 crashes were unknown in 2021) of all crashes that occurred on New Hampshire roadways. Although, the three counties listed below reflect the highest risk as it relates to fatalities and SBI, the NH OHS will partner with as many willing participants who avail themselves to continue to reduce fatalities and SBI throughout our entire State.



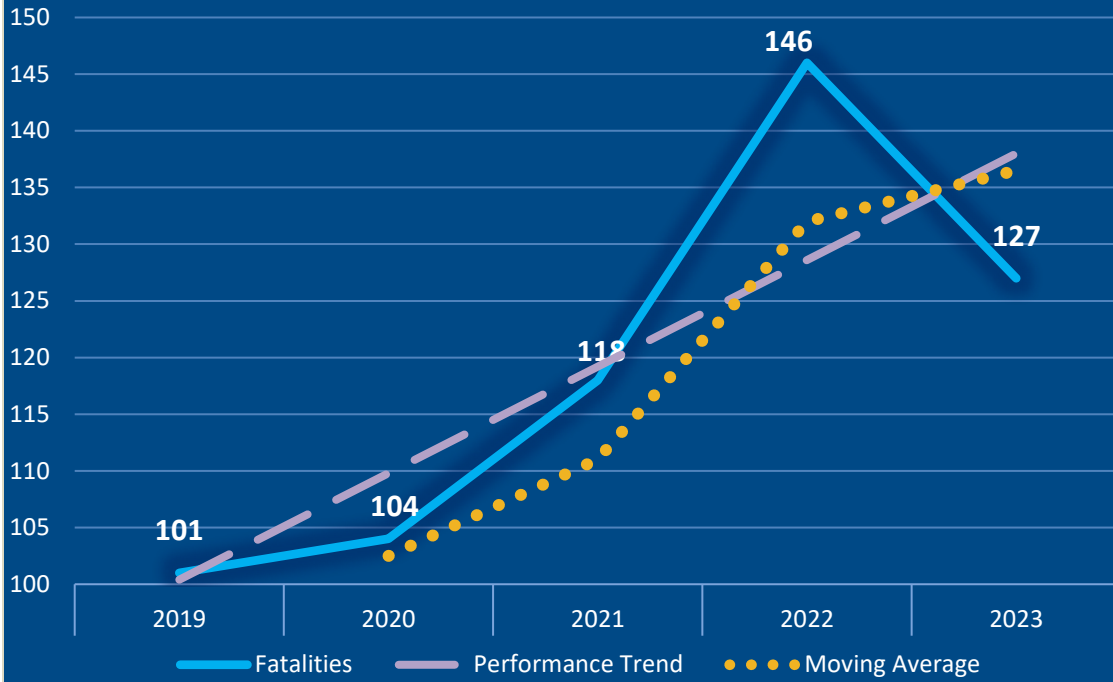
Fatal Crash Resulting Fatalities by County

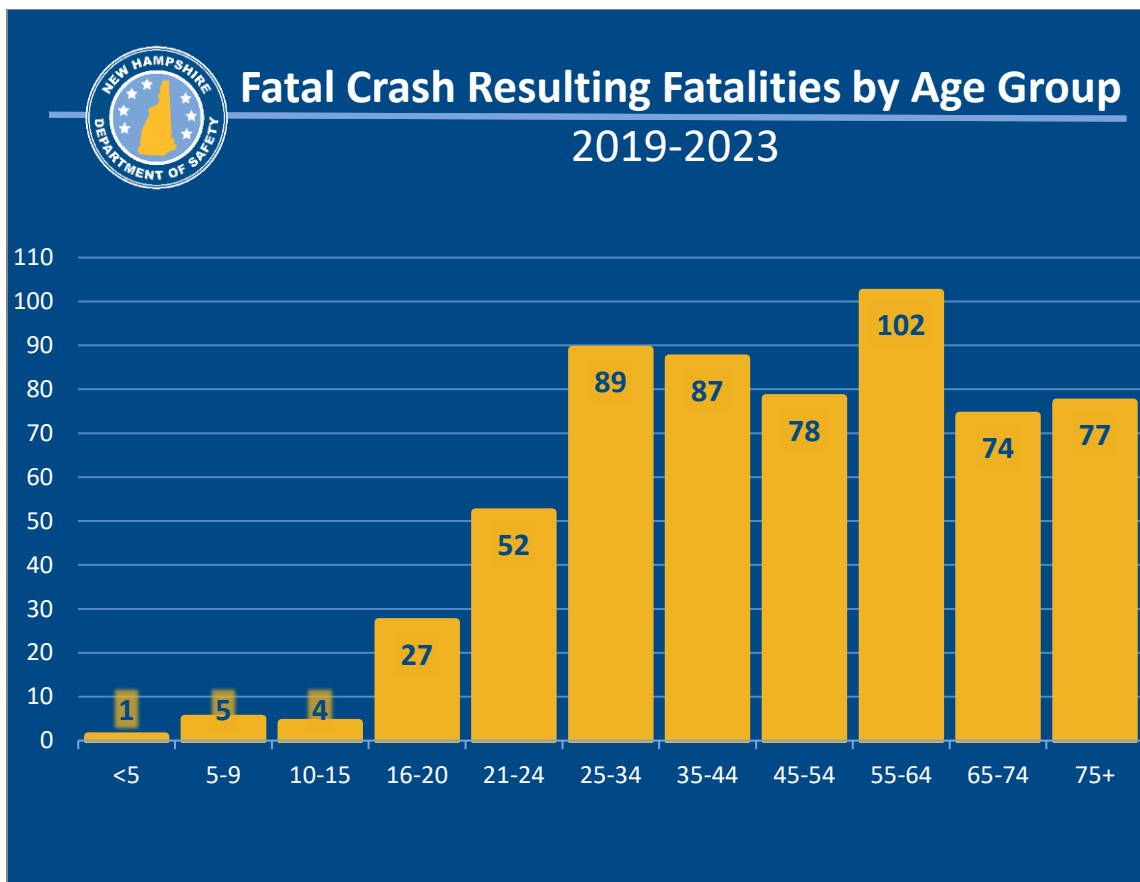
2019-2023





Fatal Crash Resulting Fatalities 2019-2023





Deployment of Resources

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

Correctly identifying communities and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. This process of ensuring highway safety data is being collected begins with law enforcement agencies submitting a crash report, in a timely manner, after a crash occurs, to the DMV “VISION” system that will be stored, collected, and analyzed to provide highway safety information to the State. The NH OHS is working with all NH law enforcement to improve the electronic submission of crash reports to the DMV “VISION” system to improve the timeliness and accuracy of highway safety data. Currently, 158 law enforcement agencies out of 208 (76%), submitting MMUCC 5/6 compliant crash reports to VISION.

The central electronic crash VISION database is accessed by a representative of DMV Financial Responsibility who provides the redacted crash data file to the Data Analysts (currently within the Department of Transportation) who mines and categorizes crash data accordingly by several data points, such as location, vehicle type, time of year, time of day, causative factors, fatality,

serious injury, no injury, age, gender etc., which allows our office to drill down into the highway safety problems that are specific to New Hampshire, its counties, and its towns/cities.

Additionally, police departments applying for overtime enforcement patrols and equipment grants are required to submit a strategic data driven plan to address the traffic safety issues plaguing their community, and answer the following questions:

- ❖ Has the problem/need been clearly identified?
- ❖ Is the problem supported by State or local data or documentation?
- ❖ Are Goals and Objectives clearly stated?
- ❖ Are they realistic and measurable?
- ❖ Are statewide crash statistics regarding impaired driving, distracted driving, occupant protection, and speeding being utilized?
- ❖ Are MMUCC compliant crash reports being electronically submitted to the DMV VISION database?
- ❖ Is grant application and budget complete, correct, and relevant?

The following criteria are also considered in the allocation process:

1. **Overtime Enforcement Grants are activity based**, therefore the application's merit, in terms of current activities, past performance, and the potential grantee's ability to perform the activities is considered. Stops per hour are also considered along with DUI or other traffic arrests.
2. **Traffic Count**- this a count of vehicular or pedestrian traffic, which is conducted along a particular road, path, or intersection.
3. **Location of High Priority Corridors** (DOT Tiers 1 & 2), defined as a stretch of roadway with a proportionally higher rate of serious and/or fatal traffic crashes to include Interstates, Turnpikes, Routes, and Statewide Corridors, that have the highest traffic volumes and speeds in the entire State, as well as multi-lane divided highways that convey the majority of commuter, tourist, and freight traffic throughout the State.

This data along with our DOS/NH OHS crash data, NH OHS internal traffic enforcement data and EMS data, is aggregated and then checked for alignment with federal and state objectives to identify communities that have the greatest need for overtime traffic enforcement patrols, as well as which traffic enforcement projects would be most effective in that specific community. This data profile allows our office to create an evidence based directed traffic enforcement response to specific areas of the state, utilizing the appropriate programmatic funding mechanisms. The NH OHS traffic enforcement funding allocation process utilizes a formula driven, community specific data set, consisting of both non-fatal and fatal crashes and serious injury crashes to determine the level of need for the use of overtime funding to conduct SPEED, DUI, Distracted Driving and/or Bicycle/Pedestrian enforcement. Additionally, the utilized formula is useful in potentially funding equipment, such as speed radar, PBT's, E-Crash/Ticket printers, scanners, GPS devices, and as needed Mobile Data Terminals (MDT's), to support overtime enforcement efforts as a countermeasure and planned activity. For communities that do not qualify for sustainment funding based on the non-fatal and fatal crash and serious injury crash criteria, a

base level of funding is provided which will allow for and enable participation in the mandated national and state traffic enforcement mobilizations. NH OHS funding is also directed toward driver safety education in areas such as motorcycle operation, teen driver safety, child passenger safety, and the newer Community Outreach and Betterment and Emergency Medical Services project that focuses on highway safety messaging being presented to communities in urban and rural locations throughout New Hampshire. Due to a known and documented problem with drugged and drunk driving, funding is also directed towards an Investigative Paralegal/Traffic Safety Resource Prosecutor (TSRP) program, as well as provides additional DUI specific prosecutorial support to enhance successful prosecution as a result of these increased law enforcement activities. Also, in support of DUI enforcement efforts, our DRE coordinator is working diligently to provide Drug Recognition Expert (DRE) training to law enforcement to increase the number of certified DRE's in New Hampshire and improving DRE data collection through a DRE Database using tablets and software.

Effectiveness Monitoring

To further refine the allocation of resources, the collection of grant funded traffic enforcement activity reports filled out by each individual officer conducting an enforcement effort is accrued on a quarterly basis from every law enforcement agency grantee and analyzed for performance metrics, to ensure compliance with federal and state objectives, as well as allow for adjustment or redirection of grantee funding. Additionally, total crash statistics by community are drawn on a quarterly basis and analyzed for trends to ensure grantees are on track with their crash reduction targets. Additional, NH OHS resources are directed toward targeted Pedestrian and Bicycle enforcement projects, which will reduce the number of pedestrian and bicyclists' crashes and serious bodily injuries.

Other tools that assists in monitoring and analyzing progress and enhances problem identification through a feedback mechanism is the "Driver Attitude Survey" and "Seat Belt Survey" which are conducted throughout the State of New Hampshire. The context and results of these surveys provide observational data on seatbelt usage as well as measures driver attitudes on issues such as Speeding, DUI, Distracted Driving, and Seat Belt Use. When utilized correctly, these surveys provided an additional gauge on effectiveness of enforcement and media efforts.

Analysis of all pertinent data enables identification of high-risk populations such as "Teen Drivers" within the State of New Hampshire that is used by the NH OHS to help in the development and implementation of new highway safety programs.

New Hampshire will continually monitor fatalities on a weekly basis and serious bodily injury crashes on a quarterly basis, as crash data is received from the DMV. NH OHS staff will take a proactive approach to monitoring our partners' activity and will have frequent interaction with those partners who experience an increase in overall crashes, fatalities and serious bodily injuries throughout the year. Areas identified as having an increase in crashes will be analyzed for

potential causation and the appropriate resources to mitigate the problem will be directed as needed. Additionally, current fatality and crash data will be reported at all of the Traffic Safety Commission Meetings, to leverage our partnerships with legislative representatives, local businesses and other state agencies.

High Visibility Enforcement (HVE) Strategies

Planned HVE strategies to support national mobilizations:

Unique Identifier	Countermeasure Strategy
26-04	DD-Overtime Enforcement Patrols
26-07	ID Overtime Enforcement & Equipment
26-01	OP Overtime Enforcement Patrols
26-02	PTS Overtime Enforcement Patrols
26-11	Preventing Roadside Deaths Enforcement Patrols

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles, distracted operation and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
26-01-04	Join The NH Clique (Click It or Ticket) Mobilizations
26-04-11	Distracted Driving Mobilizations
26-07-11	Impaired driving National Campaigns (Mobilizations)

Targets and Goals:

The leadership of the NH OHS has set a goal to have full and part time employees NHTSA certified as Highway Safety Specialist. Due to vacant OHS positions, this was not achieved in 2025, however, there are NH OHS staff that are close to completing the necessary courses to achieve this in FFY 2026.

All NH OHS employees who attend the required TSI sponsored Grant Management Classes will increase the opportunity for certification.

Acknowledgments & Resources Consulted

As Program Manager of the NH Office of Highway Safety, I would be remiss if I did not take the time to acknowledge the hard work of the following members of the NH Department of Safety and Office of Highway Safety Team and those individuals who helped in the preparation of this Annual Grant Application.

Robert Quinn	Commissioner
Eddie Edwards	Assistant Commissioner
Jeffrey Landi	Law Enforcement Liaison, NH OHS
Paul Ruggiero	Law Enforcement Liaison, NH OHS
Roger Beauchamp	Field Representative/LEL, NH OHS
James Gilbert	Field Representative, NH OHS
Stephen Fisher	Field Representative, NH OHS
Catherine Thompson	Program Assistant, NH OHS
Julia Wayland	Accountant (Program Specialists), NH OHS
Dave Martinelli	NH DECP Coordinator, NH OHS
Christopher Storm	Lieutenant, NH State Police, Highway Safety Liaison
Tyler Dumont	Public Information Officer, Department of Safety
Jeannie Cadarette	Procurement Unit Specialist, NH Department of Sa
Annie Bullis	Purchasing Assistant, NH Department of Safety
Victor Muzzy	Captain, NH State Police, Commander, Justice Information Bureau
Jennifer Hackett	Administrator III, J-One Program, Justice Information Bureau
Jeffrey Leong	J-One VPN, Department of Safety
Ian Marsh	Fatal Analyst Reporting System (FARS) Supervisor, NH DMV
Jennifer Bailey	Supervisor, Bureau of Financial Responsibility, NH DMV
Larry Crowe	State Coordinator, Motorcycle Rider Education Program, NH DMV
William Lambert	Highway Safety Administrator, NH DOT

Without these folks working collaboratively together, this plan would not have been possible.

The team at NH OHS would also like to extend a special thank you to the NHTSA Region 1 Staff for all their continued support in reducing fatalities and assisting us administratively throughout the year. The Region 1 Team is staffed by true professionals with excellent customer service and in our opinion sets the standard for all other regions to emulate.

My sincerest appreciation,

John

John Clegg Program Manager

New Hampshire Office of Highway Safety

CPS FFY 2026

CPS Program Child Seat Check Stations: 84 locations broken down by Weekly, Bi-Weekly or by appointment.

Weekly or Bi-Weekly

4. Londonderry FD Twice Monthly. Urban/Rural
5. Concord Hospital/Concord FD. Twice Monthly. Urban/Rural-at risk populations.
6. DHMC Women's resource Center, Lebanon, checking seats weekly. Urban/Rural- At risk folks because of resource center's resources.

The remaining 78 Locations are by appointment only. Contact information is available at www.beseatsmartNH.org [[beseatsmartnh.org](http://www.beseatsmartnh.org)]

NH currently has 81 fitting stations and 256 certified CPS technicians. Support continues to maintain this number in 4 ways in FFY 2026:

5. *To continue to conduct at least 4 certification classes during the FFY 2026 grant period to train approximately 40 new technicians. 5 classes were completed in FFY 2025 with 61 new technicians during this current grant cycle. At least one renewal class will be held for expired technicians to become recertified. 11 technicians were recertified in 2025 through 2 renewal classes.*
6. *To provide training sessions called CEU Update classes to certified technicians to assist them with their recertification requirements. At least 2 of these trainings shall be conducted during the FFY 2026 grant period.*
7. *To provide assistance with required seat signoffs for technicians. These will be done remotely or in person. This is a Safe Kids requirement for technicians to renew their certification.*
8. *To help technicians pay for their recertification if needed.*

Note: Planned inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician

FFY2026 State Traffic Safety Information Systems

Notable achievements include the following:

- **Crash Timeliness – (DMV Data Entry):** The average number of days for crash reports to be entered at DMV remains at just 2 days, sustaining the high level of efficiency and excellent timeliness achieved in the previous year.
- **Crash Accessibility: Agencies Submitting Crashes Electronically:** The percentage of agencies in New Hampshire submitting crashes electronically has seen a remarkable increase, rising from 0.04% in March 2017 to 75.6% in March 2025. This enhancement in accessibility facilitates streamlined data collection and reporting across the state.
- **Crash Accessibility – Agencies Connected to the VPN:** The percentage of agencies in New Hampshire connected to the J-One VPN has steadily increased, growing from 56.6% in March 2022 to 89.5% in March 2025. This ongoing improvement in accessibility enhances agencies' ability to submit crash reports electronically and supports more efficient statewide data sharing and coordination.
- **Crash Uniformity – MMUCC Compliance:** The percentage of crash reports in New Hampshire that are MMUCC-compliant has steadily increased, rising from 47.6% in March 2021 to 79.2% in March 2025. This growth in uniformity reflects expanded electronic reporting and alignment with national data standards, improving the consistency and comparability of crash data across the state.
- **Citation Accessibility – Agencies Submitting Electronically:** The percentage of agencies in New Hampshire submitting electronic citations to the State has grown from 48.6% in March 2022 to 62.7% in March 2025. This improvement in accessibility supports more timely citation processing and enhances statewide data availability through the J-One system.
- **Complaint Accessibility – Agencies Submitting Electronically:** The percentage of agencies in New Hampshire submitting electronic complaints to the State increased from 58.9% in March 2022 to 67.0% in March 2025. This improvement in accessibility reflects steady statewide adoption of the eComplaint system, enhancing efficiency and consistency in complaint processing through J-One.
- **EMS Uniformity – NEMSIS Version 3.5 Compliance:** The percentage of EMS patient care reports in New Hampshire that are compliant with NEMSIS Version 3.5 increased significantly, rising from 0% in March 2023 to 90.3% in March 2025. This substantial improvement in uniformity marks a successful transition to the latest national data standard and enhances the consistency and interoperability of EMS data statewide.

New Hampshire Distracted Driving Questions (automated)

1. What are the two leading causes of fatal crashes among young drivers?
 - a. Not knowing the rules and laws
 - b. Driving late at night and Driving in the rain
 - c. Driving in the snow and Driving too fast
 - d. **Cellular phones and Speeding**
2. Distracted Driving is which of the following?
 - a. Drinking coffee
 - b. Talking on the phone
 - c. Talking to passengers
 - d. **All of the above**
3. Texting while driving is safe when?
 - a. At slow speeds
 - b. Late at night when traffic is light
 - c. On long straight sections of the road
 - d. **Never**
4. A hand held portable device is okay to use for?
 - a. Looking at text message while you drive as long as you don't answer
 - b. Streaming music and changing songs while you drive
 - c. Taking pictures while driving
 - d. **New Hampshire Law prohibits the use of hand held portable devices while driving with the exception of making an emergency call for help**
5. When can you use your cell phone in a commercial motor vehicle?
 - a. When coordinating your next stop
 - b. During heavy traffic at slow speeds
 - c. **Never, It is against Federal Motor Carrier Regulations**

FFY 2026 Motorcycle Rider Training Program

Demand for motorcycle training continues to exceed availability due to staffing shortages in 2025. Recruitment and retention of motorcycle instructors remains a priority. While interest in becoming an instructor for the program continues to be good the current hiring freeze limits moving forward with recruitment. Currently, in 2025, there are 174,780 MC endorsements compared to 174,954 in 2024. As of June 9, 2025, there are 70,527 motorcycles registered in the state. Please see below for a list of NH counties in which the NH Division of Motor Vehicles plans to conduct Motorcycle Rider Training (MRT) Courses throughout the remainder of 2025 and through the end of FFY 2026.

Complete List of Counties in the State	Planned Training Site Information by County		Registered Motorcycles In Each County
	Is there a Training Site Planned in County?	Number of Planned Training Sites per County	
Belknap County	No	-	5,432
Carroll County	No	-	2,477
Cheshire County	No	-	4,353
Coos County	No	-	2,045
Grafton County	Yes	1	4,942
Hillsborough County	Yes	1	15,933
Merrimack County	Yes	3	8,285
Rockingham County	Yes	2	18,125
Strafford County	Yes	1	6,161
Sullivan County	No	-	2,774
TOTALS	5	8	70,527