



ANNUAL
REPORT 2022



I am pleased to present the *Annual Report of the NH Office of Highway Safety for Federal Fiscal Year 2022*



As 2022 nears its end, the State of New Hampshire faces the unfortunate reality that fatal motor vehicle crashes are once again on the rise. Traffic safety professionals nationwide are experiencing this same trend, however and it is now that we must work harder than ever as we search for new and innovative ways to reduce crashes and the loss of life that results.

The State of New Hampshire and its highway safety partners are aware that most of these crashes are preventable. Impaired and distracted driving continue to be at the top of the list when determining causation of fatal crashes in New Hampshire. It is with this knowledge in mind that the Office of Highway Safety works tirelessly with all our partners to encourage, educate and enforce in our unending mission to save lives. All our programs at the New Hampshire Office of Highway Safety are designed with this goal in mind.

This report outlines the performance targets set for Federal Fiscal Year (FFY) 2022, as well as reports on the progress obtained in meeting those targets. This year the office has worked incredibly hard to introduce new programs, such as our Community Outreach and Betterment grant, with the hopes of changing driving behaviors. Moving forward, we are pleased our state legislature in 2023 will once again examine the possibility of an adult seat belt law so that New Hampshire will be in line with every other state in the nation. Finally, we thank our Department of Safety leadership for their examination of our impaired driving statutes and their willingness to support important changes in those as we attempt to reduce the number of motorists driving impaired.

During this past year, our staff routinely evaluated and examined traffic safety and crash data on the fly, making those changes and adjustments in our programs necessary to address existing highway safety issues. This collaborative approach, where every opinion was considered, led to positive changes and improvements in our projects. This report is a compilation of the successes of our current programs and recognition of those areas we intend to improve on in the next fiscal year.

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

Respectfully submitted,

Captain Christopher W. Vetter

Commander, NH Office of Highway Safety

Traffic Safety Partners

- ❖ The National Highway Traffic Safety Administration (NHTSA)
- ❖ NH Department of Transportation
- ❖ NH Department of Safety (State Police, Division of Motor Vehicles, Division of Fire Safety, Homeland Security and Emergency Management)
- ❖ NH Department of Justice
- ❖ Administrative Office of the Courts
- ❖ NH Liquor Commission
- ❖ NH Traffic Safety Commission
- ❖ NH Police Standards & Training Council
- ❖ NH Traffic Records Coordinating Committee
- ❖ NH Department of Health and Human Services
- ❖ NH Department of Education
- ❖ NH Insurance Department
- ❖ NH Association of Chiefs of Police
- ❖ NH Sheriffs' Association
- ❖ NH Police Officers' Association
- ❖ NH Association of Counties
- ❖ NH Municipal Association
- ❖ NH Driver Education Teachers Association
- ❖ Granite State Wheelman
- ❖ Associated General Contractors of NH Inc.
- ❖ Federal Highway Administration
- ❖ New Hampshire's U.S. Congressional Representatives and Senators
- ❖ Governors' Highway Safety Association
- ❖ National Safety Council of Northern New England

- ❖ The University of New Hampshire
- ❖ Community Alliance for Teen Safety (CATS)
- ❖ NH Mothers Against Drunk Driving
- ❖ The Injury Prevention Center at Children's Hospital at Dartmouth
- ❖ AAA Northern New England
- ❖ Local Police & Sheriff Departments
- ❖ Brain Injury Association of New Hampshire
- ❖ NH Auto Dealers Association
- ❖ Dartmouth College
- ❖ Plymouth State College
- ❖ Keene State College
- ❖ SNHU
- ❖ Victim's Inc.
- ❖ AT&T
- ❖ New Hampshire Fisher Cats Baseball
- ❖ iHeart Media
- ❖ Destination Media DBA Gas Station Television (GSTV)
- ❖ WMUR TV
- ❖ Bike Walk Alliance of NH
- ❖ Federal Motor Carrier Safety Administration
- ❖ Ross Express
- ❖ NH School Transportation Association
- ❖ NH WIC Centers
- ❖ Granite YMCA
- ❖ Boys & Girls Club of NH
- ❖ NH Head Start
- ❖ NH Youth Council
- ❖ Business Alliance for People of Color (Dwight Davis/Former NBA Player)
- ❖ Senior Helpers (Dwight & Gale Davis)
- ❖ Big Brothers Big Sisters of New Hampshire
- ❖ Legacy Recovery Retreat
- ❖ Black Heritage Trail (Dwight Davis/ Former NBA Player)
- ❖ The Way Home
- ❖ Volunteer NH
- ❖ New Generations
- ❖ NH Humanities
- ❖ The Junior/Senior Friends Program
- ❖ NH PS&T Police Cadet Training Academy (for ages 14 to 20 years old)

- ❖ New Heights (Dwight Davis/program helping teens transition to adulthood)

CONTENTS

MISSION	7
PROGRAM MANAGEMENT	7
TARGET	7
ACCOMPLISHMENTS	7
C-1 TRAFFIC FATALITIES (FARS).....	11
C-2 *SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)	12
C-3 FATALITIES/VMT MILEAGE DEATH RATE (FARS)	14
C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS).....	14
MAINTAIN UNRESTRAINED FATALITIES OF 47.7 (2016-2020 AVERAGE) TO 47.7 (2018-2022 AVERAGE).....	14
C-5 ALCOHOL IMPAIRED DRIVING FATALITIES (FARS @ .08 AND ABOVE).....	15
MAINTAIN ALCOHOL (BAC OF .08 AND ABOVE) IMPAIRED FATALITIES AT 27.00 (2016-2020 AVERAGE) TO 27.00 (2018-2022 AVERAGE).	15
C-6 SPEEDING RELATED FATALITIES (FARS)	17
MAINTAIN SPEED RELATED FATALITIES AT 54 (2016-2020 AVERAGE) TO 54 (2018-2022 AVERAGE).....	17
C-7 MOTORCYCLIST FATALITIES (FARS)	18
MAINTAIN MOTORCYCLE FATALITIES AT 23 (2016-2020 AVERAGE) TO 23 (2018-2022 AVERAGE).	18
C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS).....	19
MAINTAIN UN-HELMETED MOTORCYCLE FATALITIES AT 14 (2016-2020 AVERAGE) TO 14 (2018-2022 AVERAGE).	19
C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)	21
REDUCE YOUNG DRIVER INVOLVED FATALITIES BY 20 PERCENT FROM 11 (2016-2020 AVERAGE) TO 8.8 (2018-2022 AVERAGE).....	21
C-10 PEDESTRIAN FATALITIES (FARS).....	22
REDUCE PEDESTRIAN INVOLVED FATALITIES BY 10% FROM 14 (2016-2020 AVERAGE) TO 12.60 (2018-2022 AVERAGE).....	22
C-11 BICYCLIST FATALITIES (FARS).....	23
MAINTAIN BICYCLIST FATALITIES AT 2.0 (2016-2020) AVERAGE FOR A 5-YEAR (2018-2022) AVERAGE OF 2.....	23

B-1/C-12 SEAT BELT USE	24
A-4 DISTRACTION/INATTENTION FATALITIES	25
TO MAINTAIN DISTRACTED DRIVING FATALITIES AT 5.40 (2016-2020 AVERAGE) TO 5.40 (2018-2022 AVERAGE)	25
DISTRACTED DRIVING:	29
2022 Distracted Driving Enforcement	35
2022 U Drive. U Text. U Pay. Enforcement Mobilization	37
(Distracted Driving Mobilizations)	37
TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE	41
Impaired Driving DECP Training	43
JUDICIAL OUTREACH	52
22-07-12	52
2022 DWI Enforcement Patrols & Equipment	55
2022 Drive Sober or Get Pulled Over Mobilization	57
NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS	59
Interlock Ignition Program	62
Interlock Ignition Prosecutor Program	63
MOTORCYCLE PAID MEDIA	65
22-05-03	65
2022 Bicycle/Pedestrian	68
OCCUPANT PROTECTION	70
ACCOMPLISHMENTS	71
CHILD PASSENGER SAFETY PROGRAM – Injury Prevention Center, CHaD	72
NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER	75
Attitude Survey	76
OCCUPANT PROTECTION PAID MEDIA	78
2022 Join the New Hampshire Clique	81
EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)	84
Crash Analysis	85
Deployment of Resources:	85
Effectiveness Monitoring:	86
POLICE TRAFFIC SERVICES PROGRESS	87
POLICE TRAFFIC SERVICES	88
• MAINTAIN SPEED RELATED FATALITIES AT 54.00 (2016-2020 AVERAGE) TO 54.70 (2018-2022 AVERAGE)	89

2022 Enforcement Patrols and Equipment	90
2022 Operation Safe Commute (OSC)	93
2022 Corridor Enforcement Patrols	94
NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION	94
Paid Media/Teen Traffic Safety	95
Youth Operator Program	96
PARENT/TEEN SAFE DRIVING MODELING AND EDUCATION	102
COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)	102
TRAFFIC RECORDS CONSULTANT	104
LEXIS NEXIS	104
CRASH DATA	105
Vehicle crash data Update	105
LOCAL LAW ENFORCEMENT	106
E-Crash (E-Ticket/Crash Upgrade)/C.A.R Equipment	106
2022 E-Crash (E-Ticket/Crash Upgrade)/C.A.R Equipment	108
NEW HAMPSHIRE STATE POLICE	109
J-One VPN Installation Assistance Funds	109
NEW HAMPSHIRE STATE POLICE	110
Collision Analysis & Reconstruction (CAR) Training	110
Fatality Analysis Reporting System (FARS), NH DMV	112
Data Analysis.....	112
Planning and Administration	115
PROGRAM MANAGEMENT & ADMINISTRATION	116
Performance Targets	116

VISION

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

MISSION

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

PROGRAM MANAGEMENT

TARGET

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

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

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

ACCOMPLISHMENTS

In 2022, the NH OHS hired two (2) full-time Field Representatives, an Accountant, and a Drug Evaluation Classification Program (DECP) Coordinator. These new additions to the NH OHS have helped contribute greatly to the efficiency of the NH OHS and have directly and or indirectly improved highway safety in New Hampshire.

Some accomplishments worth noting in FFY 2022, is the ability of the NH OHS staff to process reimbursements in a more-timely manner and within an average of six (6) days. Also, data from patrols conducted (taken from activity reports) were entered into the data base within four (4) days. This data was then emailed to law enforcement agencies as a summary of overall activity and grant funds spent as way to provide information to partners to better manage grant funds and activity.

An Occupant Protection Assessment was conducted for New Hampshire by NHTSA on March 21-25, 2022. Although, there were key recommendations made within the final report to New Hampshire that would help improve Occupant Protection, the most important recommendation in this report was to “promote enactment of a primary enforcement law that includes all ages in all seating positions in a motor vehicle”. Currently, New Hampshire remains the only state in the country that does not have an adult seat belt law. However, with the use of 405B and 402 funds that New Hampshire receives from NHTSA, the NH OHS and our highway safety partners continue to focus on improving seat belt use to include the following:

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

Since these OP initiatives have been implemented, NH has seen our seat belt usage rate increase 7.1% from 2019, 70.7% to 2022, 75.7%.

The OHS continues to provide equipment to local law enforcement agencies to purchase eCrash equipment (i.e. mobile data terminals, printers, scanners, and receivers). At the conclusion of 2022, there is now 126 agencies with direct VPN access to the state and 55 agencies with access to the state’s VPN via another agency, bringing the overall total to 181. Currently, there are 118 law enforcement agencies that are submitting electronically (i.e., citations and /or crash reports) to the NH DMV and 71 agencies that are not. While the OHS is proud of this achievement and the milestone of having the most participation of law enforcement agencies to ever be connected to submit electronically to the state, there is still work to be done in the future. Currently, important data that needs to be sent electronically using the MMUCC V compliant crash report is being lost due to law enforcement’s use of older manually submitted crash reports, which contain fewer elements and attributes. To improve upon this issue in the future and to help prepare for a crash data dashboard housed within the NH OHS, it is crucial that it be required, that all law enforcement

agencies submit the electronic MMUCC V complaint crash reports to the DMV VISION system, in order to retain all data captured.

In 2022, funds were not obligated or used to support the Division of Motor Vehicle (DMV) Crash Data Update project because there was no longer a backlog of crash reports and the need to implement this project. This is encouraging and an important accomplishment that acknowledges that the J-One VPN and eCrash projects are working by encouraging more participation of law enforcement agencies to connect and submit MMUCC 5 compliant crash reports directly to the DMV so that manual entry of crash reports into the VISION system is not needed.

The NH OHS began the process of preparing for an in-house Crash Data Dashboard (data system) and is currently working on a Request For Proposal (RFP) for a vendor who will be responsible for building this important data system. This has been a long anticipated project that the NH OHS needs to have, to better understand where trending issues are occurring on New Hampshire roads to deploy resources to reduce crashes and help save lives. Work will continue on this project in FFY 2023 until implementation hopefully in FFY 2024.

Planning began for the formation of the New Hampshire Impaired Driving Taskforce. This important taskforce was established as a subcommittee of the Traffic Safety Commission and voted in by the Traffic Safety Commission membership November 30, 2022. This taskforce will be made up of important members experienced in impairment related issues who will be able to provide expertise to help prevent impairment related crashes from occurring on New Hampshire roads. This taskforce was established to not only save lives, but also in preparation, if New Hampshire reaches mid-range status (alcohol related fatalities averages over 30% but under 60% of fatalities).

The NH OHS began the process of preparing to implement a roadside oral fluid testing (OFT) pilot program that will provide law enforcement with the necessary equipment to test impaired motorists who may be under the influence of drugs. Oral fluid (or saliva) collection is rapid, non-invasive, simple and accurate. Oral fluid contains the active/impairing drug, which likely represents recent drug use. Currently, OFT devices test for marijuana, cocaine, methamphetamine, amphetamine, opioids, and benzodiazepines and display “positive” or “negative”. The devices are similar to preliminary breath test equipment (PBT) for alcohol and will be used subsequent to standardized field sobriety tests, to confirm the suspicion of drug use and to establish further probable cause for arrest. A drug recognition expert (DRE) evaluation of the individual and further confirmatory testing may follow positive results. This information can also be used to assist with obtaining a search warrant to collect a confirmation specimen such as blood (or oral fluid), when necessary.

The planning behind the development of the Community Outreach and Betterment project expanded the overall highway safety educational outreach to underserved and underrepresented

communities and was implemented on October 1, 2023. This was an innovative approach by the NH OHS centered around community involvement and participation in discussing important highway safety issues to reduce overall crashes. This project was a major accomplishment that promotes diversity that has been shared with many regions of the country to promote the same reduction in crashes and save lives.

Monitoring grant funded projects continues to be one of the cornerstones of ensuring that our grantees are providing the NH OHS with accurate documentation and are complying with state and federal requirements. In 2022, over sixty (60) law enforcement agencies were monitored with very few (minimal) issues. These monitorings have improved the overall efficiency of our grantees and the NH OHS.

Our mission continues to involve and strengthen our highway safety partnership when developing the Highway Safety Plan (HSP). This crucial partnership is not only necessary in developing core outcome measures, but also involves analyzing data and information to identify highway safety problems, in order to help better align and implement state and local projects that will address these issues in FFY 2023.

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



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



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



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



[@NH_OHS](https://www.instagram.com/NH_OHS)



[@NH OFFICE OF HIGHWAY SAFETY](https://www.youtube.com/@NHOfficeofHighwaySafety)

Update on Performance Targets for FFY 2022

The 2022 FARS data reports **125 Fatal Crashes** resulting in **134 Fatalities as of 12/20/2022**. At this time, there are a number fatal crash cases pending toxicology and/or final investigation reports in 2022. All performance targets are updated with the most current FARS data available.

Note: Targets for 2022 are based on an average of 5-years data (2018-2022). Because not all 2022 data is available, preliminary data is given using the average of 2018-2022 data that is available. Specific data used is described in each segment listed below.

Note: 2022 fatal crashes that are open/active investigations pending toxicology and crash causation are the result of the NH State Police laboratory backlog of cases due to personnel issues and equipment being down for repairs. It is imperative that the lab increase their toxicology capabilities to increase efficiency and timeliness of this data being submitted to FARS.

C-1 TRAFFIC FATALITIES (FARS)

Maintain fatalities from 117.8 (2016-2020 average) to 117.8 for the (2018-2022 average). A **2022 TARGET OF 117.8 FATALITIES** IS RECOMMENDED (BY THE DOT AND NHOHS). THE RISING TREND COMPUTED BY THE DATA IS NOT ACCEPTABLE AS A TARGET AS IT WOULD BE CONTRARY TO THE CORE OBJECTIVE OF THE STATE'S DRIVING TOWARD ZERO INITIATIVE. To assess the progress towards our 2018-2022 target, we anticipate an increase in the average number of fatalities.

The 2022 current data from FARS reported 135 Traffic Fatalities as of 12/28/2022.

In 2022, New Hampshire **did not meet** the traffic fatality target and realized an increase from the 2018-2022 average fatality target of 117.8 to 121 fatalities (an increase of 2.7 % from the target).

A predicted projection of fatalities (2018-2022 average) was calculated by adding the current number of 2022 fatalities, as of December 28, 2022 (135), to the 2018 (147), 2019 (101), 2020 (104), 2021 (118), fatalities totaling 605 fatalities, that was then divided by five (5), (5 years of fatality data) for an average predicted projection of fatalities (2018-2022) of 121.

The Office of Highway Safety has made a countermeasure adjustments in 2022 and 2023 to reduce fatalities. NHSP Captain Christopher Vetter lead coordinated enforcement efforts that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Route 125, Portsmouth,

Nashua, Lebanon, etc.). These important initiatives also involve impactful messaging (i.e. press conferences, psa's, social media posts, etc.) to the public to convey the message to drive safely.

In FFY 2023 and during the development of the FFY 2024 HSP, the OHS, have and will implement, countermeasures to decrease traffic fatalities by funding enforcement and media efforts within those areas of New Hampshire where speeding, distraction, impairment and overall crashes, fatalities, and serious injury are occurring. The OHS Public Information Officer will ensure that important highway safety messaging reaches the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities. We are also planning to implement and expand in our FFY 2024 HSP the community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and underrepresented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing overall traffic fatalities.

2021 FARS Documented Fatalities: 118

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

2022 FARS Documented Fatalities: *135 (as of 12/28/2022) *2022 data not final

2022 Fatality Performance Target Value: 117.8 (projected 2018-2022 average)

2022 State Data (Projected 2018-2022 Average): *121 *2022 data not final

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

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

Maintain Serious Injuries existing performance at 465.4 (2016-2020 average) to 465.4 for the 2018-2022 average).

To assess our 2018-2022 target, we anticipate an increase in this target as fatalities and overall crashes have increased as of December 28, 2022. Current, 2022, serious injury data is not final at this time.

The 2022 serious injury data (as of September 2022) from the NH DMV reported 463 serious injury crashes.

- **5-year Projected Average for (2018-2022) is 485.20* SBI crashes.**

In 2022, New Hampshire **did not meet** the target of 465.4 average serious injuries (2018-2022) target. It is predicted that the projected average (2018-2022) target may be 485.20 at the completion of 2022. This projected target was calculated by adding serious injury numbers for 2018 (451), 2019 (485), 2020 (504), 2021 (482), and an estimated 2022 serious injury number of

504 (using the 2020 serious injury number that was the highest recorded from 2018 to 2022) totaling 2,426 divided by five (5) years (2018-2022) resulting in 485.20 SBI crashes.

The Office of Highway Safety has made countermeasure adjustments in 2022 and 2023 to reduce serious injuries. NHSP Captain Christopher Vetter lead coordinated enforcement efforts that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Route 125, Portsmouth, Nashua, Lebanon, etc.). These important initiatives also involve impactful messaging (i.e. press conferences, psa's, social media posts, etc.) to the public to convey the message to drive safely.

In FFY 2023 and during the development of the FFY 2024 HSP, the OHS, have and will implement, countermeasures to decrease serious injuries by funding enforcement and media efforts within those areas of New Hampshire where speeding, distraction, impairment and overall crashes, fatalities, and serious injury are occurring. The OHS Public Information Officer will ensure that important highway safety messaging reaches the motoring public in the areas of concern to address impairment, speeding, seat belt use, distraction, and motorcycle, pedestrian, and bicycle injuries and fatalities. We are also planning to implement and expand in our FFY 2024 HSP the community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and underrepresented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing overall serious injuries and fatalities.

New Hampshire will continue to proactively educate, message, and apply the requisite enforcement sanctions needed related to the safe operation of motor vehicles. The FFY 2023 plan will be adjusted to implement the most effective countermeasures available (i.e. enforcement efforts, media messaging, education, etc.). Additionally, as we begin preparing the FFY2024 HSP, we will expand on our successes and evaluate countermeasures proven effective in reducing SBI crashes. We are also planning to expand and implement in our FFY 2024 HSP community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing SBI Crashes.

2021 Serious Injuries: 482

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

2022 Serious Injuries: 463 (as of September 2022) * 2022 data not final

2022 Performance Target Value: 465.4 (projected 2018-2022 baseline average)

2022 State Data (2018-2022 baseline Average): 485.20 *2022 data not final

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

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

Reduce fatalities/VMT from 0.884 (2016-2020 average) to 0.874 for the (2018-2022 average). To assess progress towards our 2018-2022 target, we anticipate an increase as fatalities, overall crashes, and vehicles miles travelled have increased in 2022.

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

2021 Fatality Rate: .898

2021 Performance Target Value: .884_(projected 2017-2021 baseline average)

2022 Fatality Rate: Not available yet

2022 Fatality Rate Target Value: .874 (projected 2018-2022 baseline average)

2021 State Data (Projected 2018-2022 Average): 2022 data not available

Travel has increased tremendously in 2022, as well as fatalities, which is troublesome. Once the OHS receives the 2022 VMT information from NH DOT, our office will re-evaluate the performance target. If the goal is not met, our office will work with the Region 1 office to craft appropriate adjustments for our FY24 HSP.

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (FARS)

Maintain unrestrained fatalities of 47.7 (2016-2020 average) to 47.7 (2018-2022 average).

The 2022 final data from FARS for Unrestrained Occupant Fatalities is not available at this time. However, as of 12/12/2022, there has been 48 occupant fatalities.

- **The predicted projected 5-year average (2018-2022) is 49.6 for Unrestrained Occupant Fatalities**

In 2022, New Hampshire **did not meet** the unrestrained passenger vehicle occupant fatalities target of 47.7. We are predicting at the end of 2022, a 49.6 unrestrained passenger vehicle occupant fatalities (2018-2022 average) target. This projected target was calculated by adding unrestrained fatality numbers for 2018 (72), 2019 (37), 2020 (40), 2021 (51), and an estimated 2022 unrestrained fatality number of 48 (as of 12/12/2022) totaling 248 unrestrained fatalities, divided by five (5) years (2018-2022) resulting in 49.6 unrestrained fatalities.

It is important that the enforcement and messaging countermeasure be adjusted in FFY 2024 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts. The OHS is working on conducting more

regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners of ideas that can make a difference. The OHS PIO will provide messaging to all partners and the public who can help promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border). The Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.) and the OHS PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high-risk populations with special emphasis in both these areas. We are also planning to expand and implement in our FFY 2024 HSP, the community outreach and betterment (COB) grants, to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities to help reduce unrestrained occupant fatalities. Also, a secondary adult seat belt bill has been introduced to the legislature. In January 2023, The Traffic Safety Commission will support this bill going forward in hopes that it will pass and save more lives.

2021 Unrestrained Fatalities: 51

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

2022 Unrestrained Fatalities: *48 (as of 12/12/2022) * 2022 data not final

2022 Performance Target Value: 47.7 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): *49.6 *2022 data not final

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

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

Maintain alcohol (BAC of .08 and above) impaired fatalities at 27.00 (2016-2020 average) to 27.00 (2018-2022 average).

As of 12/28/2022, FARS has not provided a number of 2021 or 2022 alcohol impaired driving fatalities due to cases pending toxicology and or investigation.

- **The predicted projected 5-year average (2018-2022) is 31.2 for alcohol impaired driving fatalities.**

As of December 2022, New Hampshire may not be on track to meet the target of 27.00 alcohol impaired driving fatalities as crashes have increased since 2021. We are predicting at the end of 2022, a 31.2 alcohol impaired driving fatality (2018-2022 average) target. This projected target was calculated by adding alcohol impaired fatalities for 2018 (35), 2019 (20), 2020 (31), and estimating for 2021(35), and 2022 (35), totaling 156 alcohol impaired driving fatalities, divided by five (5) years (2018-2022) resulting in 31.2 alcohol impaired driving fatalities.

The Office of Highway Safety has made countermeasure adjustments in 2022 and 2023 to reduce impaired driving fatalities. NHSP Captain Christopher Vetter lead coordinated enforcement efforts that involved NH State Police working in conjunction with local police departments and sheriff departments to conduct patrols in areas of highway safety concern (i.e. I-95, I-93, I-89, Route 125, Portsmouth, Nashua, Lebanon, etc.). These important initiatives also involve impactful messaging (i.e. press conferences, psa's, social media posts, etc.) to the public to convey the message to drive safely.

The Office of Highway Safety will continue to adjust and implement countermeasures in FFY 2023 and 2024 to decrease Alcohol Impaired Driving Fatalities by funding enforcement efforts (DWI/DUI/DRE Patrols, sobriety checkpoints, and mobilizations). Other factors influencing the performance target selection for FFY 2023 and in FFY 2024 to decrease impaired driving fatalities will be to focus on high population areas, high priority corridors, and fatal and serious injury crashes to help identify communities that will be given the highest priority of funding to conduct enforcement efforts. A Traffic Safety Resource Prosecutor (TSRP) and prosecutors to help educate law enforcement and prosecute DUI cases to remove the impaired driver from NH roads will also be countermeasures to address impaired driving in FFY 2023 and FFY 2024. Other FFY 2023 and 2024 countermeasure programs such as the DRE program, as well, as educational programs presented for high schools will enhance this effort. Media efforts will continue to be a countermeasure (via radio, social media, etc.) and will run in conjunction with enforcement efforts to provide the greatest impact on reducing impaired driving. The OHS PIO is will also be reaching out to local law enforcement agencies around the state that are in high population areas to work with their public information officers to get important impaired driving and other highway safety messaging out to the public. In FFY 2023, the NH OHS created an impaired driving taskforce and will be meeting regularly in the near future. This taskforce will be charged with developing an impaired driving strategic plan as well as meeting to discuss any legislative or programmatic changes that may reduce impairment related crashes. Also planned in our FFY 2023 and implemented for the FFY 2024 HSP, is community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. These projects may also prove to be effective in reducing alcohol impaired driving crashes and the resulting fatalities.

2021 Alcohol Impaired Driving Fatalities: 30 (data not complete)

2021 Performance Target Value: 25.65 (projected 2017-2021 baseline average)

2022 Alcohol Impaired Driving Fatalities: *2022 data not final

2022 Performance Target Value: 27.00 (projected 2018-2022 baseline average)
2022 State Data (Projected 2018-2022 Average): * 31.2 *2022 data not final

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

C-6 SPEEDING RELATED FATALITIES (FARS)

MAINTAIN SPEED RELATED FATALITIES AT 54 (2016-2020 AVERAGE) TO 54 (2018-2022 AVERAGE).

The 2022 data from FARS reported 40 speeding related fatalities (*2022 data as of 12/12/22 – not final).

Speed related fatalities (2018-2022 baseline average) is 46.6 (a decrease of 13.7% from the 54 target).

- **The projected 5 year average 2018-2022 will be 46.6 Speed Related Fatalities**

We are predicting at the end of 2022, a 46.6 speed related fatalities (2018-2022 average) target. This projected target was calculated by adding speeding related fatality numbers for 2018 (65), 2019 (34), 2020 (43), 2021 (51), and an estimated 2022 speed related fatality number of 40 (as of 12/12/2022) totaling 233 speeding related fatalities, divided by five (5) years (2018-2022) resulting in 46.6 speeding related fatalities.

In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will implement countermeasures to decrease Speed Related Fatalities by funding enforcement efforts (Speed enforcement patrols, Border to Border, Operation Safe Commute, etc.) and educational efforts (i.e. Youth Operator program). Although the OHS PIO position is currently vacant, once filled the PIO will also ensure the motoring public is messaged on the hazards of speeding. Also planned in our FFY 2023 HSP is community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools to be conducted by NH State Police. This will be included in the FFY 2024 HSP as well. These projects may also prove to be effective in reducing speed related crashes and the resulting fatalities.

2021 Speed Related Fatalities: 50

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

2022 Speed Related Fatalities: 40 (*2022 data as of 12/12/22 - not final)

2022 Performance Target Value: 54 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): 46.6 (2022 Target Met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

C-7 MOTORCYCLIST FATALITIES (FARS)

MAINTAIN MOTORCYCLE FATALITIES AT 23 (2016-2020 AVERAGE) TO 23 (2018-2022 AVERAGE).

The 2022 data from FARS reported 32 motorcycle fatalities.

- **Motorcycle fatalities (2018-2022 baseline average) is 28 (an increase of 21.7% from the 23 target).**

In 2022, New Hampshire did not meet the Motorcycle Fatalities target of 23. In 2022, there were 32 motorcycle fatalities resulting in (2018-2022 average) 28 motorcycle fatalities (an increase of 21.7% from the 23 target). Currently there is a shortage of instructors within the Motorcycle Rider Training program (MRT), fewer motorcyclists are taking the Motorcycle Rider Training program and helmet use continues to be neglected by motorcyclists, as NH does not have a helmet law.

The Office of Highway Safety will undergo a Motorcycle Assessment in March 2023 and will endeavor to incorporate any recommendations made into our FFY 2024 HSP, as best as possible. Consistent with that, we will adjust our FFY 2023 motorcycle countermeasures to

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

During the development of the FFY 2024 HSP, the Office of Highway Safety will continue to enhance media messaging efforts to emphasize to the public the importance of safe operation around motorcycles as well as the benefits of both basic and advanced motorcycle rider training. Once hired, one of the main function of the new OHS PIO will be to ensure the motoring public is messaged on overall motorcycle safety to help prevent motorcycle crashes and the resulting injuries and/or fatalities. In FFY 2024, the NHOHS will continue working with the DMV to move as much of the in person classroom training on line.

2021 Motorcycle Fatalities: 26

2021 Performance Target Value: 20.7 (projected 2017-2021 baseline average)

2022 Motorcycle Fatalities: 32 (*2022 data not final)

2022 Performance Target Value: 23 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): 28 (2022 Target Not Met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

C-8 UN-HELMETED MOTORCYCLIST FATALITIES (FARS)

MAINTAIN UN-HELMETED MOTORCYCLE FATALITIES AT 14 (2016-2020 AVERAGE) TO 14 (2018-2022 AVERAGE).

The 2022 data from FARS reported 19 un-helmeted motorcycle Fatalities.

- **Un-helmeted motorcycle fatalities (2018-2022 baseline average) is 19.4 (an increase of 38.6 % from the 14 target).**

In 2022, New Hampshire did not meet the Unhelmeted Motorcyclist Fatalities target of 14 (as of 12/20/22 there have been 22 Un-helmeted Motorcyclist Fatalities). In FFY 2022, we predicted 14 Un-helmeted motorcycle fatalities using historical data.

The Office of Highway Safety will undergo a Motorcycle Assessment in March 2023 and will endeavor to incorporate any recommendations made into our FFY 2024 HSP, as best as possible. We will also adjust our FFY 2023 motorcycle countermeasures to increase motorcycle safety messaging (recommending the importance of helmet use) and work with the DMV to promote increased motorcycle training and create an online motorcycle training component that addresses the importance of helmet use. We will also work with the motorcycle coalition and other partners to come up with new and innovative ways to reduce motorcycle fatalities and to increase helmet use (i.e. events, messaging, outreach, and involvement of our motorcycle community, etc.).

In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will enhance media messaging on the importance of wearing a helmet to the public to decrease un-helmeted motorcycle fatalities. Additionally, the importance of wearing a helmet is mentioned to all riders during the Motorcycle Rider Training (MRT) course. Once hired, the new OHS PIO will ensure the motoring public is messaged on all aspects of motorcycle safety to help prevent motorcycle crashes and the resulting injuries and or un-helmeted fatalities. In FFY 2024, the NHOHS will continue working with the DMV to move as much of the in person classroom training on line.

2021 Unhelmeted Motorcycle Fatalities: 19

2021 Performance Target Value: 11.70 (projected 2017-2021 baseline average)

2022 Unhelmeted Motorcycle Fatalities: 22 (*2022 data not final)

2022 Performance Target Value: 14 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): 19.4 (2022 Target Not Met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

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

REDUCE YOUNG DRIVER INVOLVED FATALITIES BY 20 PERCENT FROM 11 (2016-2020 AVERAGE) TO 8.8 (2018-2022 AVERAGE).

The 2022 data from FARS reported 4 age 20 or younger driver involved fatalities.

- **Drivers age 20 or younger involved in fatal crashes (2018-2022 baseline average) is 7.**

In 2022, New Hampshire met the target of 8.8 fatalities of drivers age 20 or younger. In FFY 2023, and during the development of the FFY 2024 HSP, the Office of Highway Safety will adjust and implement countermeasures to decrease Drivers Age 20 or younger involved in fatal crashes by funding educational efforts. The Dartmouth Hitchcock Memorial Hospital - Injury Prevention Center (Youth Operator program) and the Derry Community Alliance for Teen Safety (CATS program) work with young drivers to positively change driving behavior and potentially reduce crashes and the resulting injuries and or deaths. Once hired the new OHS PIO will also ensure the motoring public is messaged on this topic. Also planned in our FFY 2023 HSP is community outreach and betterment (COB) grants to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities, as well as, highway safety presentations for driver education schools, to be conducted by NH State Police. This will be including in the development of the FFY 2024 HSP as well. These projects may also prove to be effective in reducing young driver involved fatalities.

2021 Drivers Age 20 or Younger Fatalities: 8

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

2022 Drivers Age 20 or Younger Fatalities: 4

2022 Performance Target Value: 8.8 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): 7 (2022 Target Met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

C-10 PEDESTRIAN FATALITIES (FARS)

REDUCE PEDESTRIAN INVOLVED FATALITIES BY 10% FROM 14 (2016-2020 AVERAGE) TO 12.60 (2018-2022 AVERAGE).

The 2022 data from FARS for pedestrian fatalities is 12.

- **Pedestrian Fatalities (2018-2022 baseline average) is 11.6.**

In 2022, New Hampshire met the pedestrian fatalities target of 12.60 (2018-2022 average). There were 12 pedestrian fatalities (11 adult, 1 child) in 2022 resulting in pedestrian fatalities (2018-2022 average) of 11.6 (a 7.9 percent decrease from the 2022 pedestrian fatality target).

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

motor vehicles. Although the OHS PIO position is currently vacant, once this position is filled, the OHS PIO will also ensure the motoring public is messaged on this topic.

2021 Pedestrian Fatalities: 9 (adult pedestrians)

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

2022 Pedestrian Fatalities: 12 (*2022 data not final)

2022 Performance Target Value: 12.60 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): 11.6 (2022 Target Met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

C-11 BICYCLIST FATALITIES (FARS)

MAINTAIN BICYCLIST FATALITIES AT 2.0 (2016-2020) AVERAGE FOR A 5-YEAR (2018-2022) AVERAGE OF 2.

The 2022 data from FARS for bicyclist fatalities is 2.

- **Bicyclist Fatalities (2018-2022 baseline average) is 1.6.**

In 2022, New Hampshire met the bicyclist fatalities target of 2. In 2022, there was a total of 2 bicycle fatalities resulting in a 2018-2022 average of 1.6 bicycle fatalities (a decrease of 20% from the 2022 bicycle fatality target).

In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will adjust and implement countermeasures to decrease Bicyclist Fatalities through pedestrian/bicycle enforcement efforts conducted by law enforcement. The OHS has taken an aggressive approach to recruiting Law Enforcement partners to conduct enforcement patrols and has been working with New Hampshire police Standards and training and the New Hampshire Bike/Walk alliance to provide training to our state, local and county law enforcement personnel. Additionally, the OHS worked collaboratively with the New Hampshire Police Standards and

Training council to develop and implement an online refresher course for LE related to the operation on bicycles on our roadways. This course is highly recommended to be taken by participating officers and troopers, in order to be as effective as possible in their enforcement efforts. Although the OHS PIO position is currently vacant, once this position is filled, the OHS PIO will ensure the motoring public is messaged on this topic as well. *It should be noted that in the absence of an OHS PIO, the duties and workload of that position have been carried on with the help of the NHSP PIO as well as all members of the NH OHS team.

2021 FARS Documented Fatalities: 2 (two adult)

2021 Performance Target Value: 3.10 (projected 2017-2021 baseline average)

2022 FARS Documented Fatalities: 2 (two adult) (*2022 data not final)

2022 Performance Target Value: 2.0 (projected 2018-2022 baseline average)

2022 State Data (Projected 2018-2022 Average): 1.6 (2021 Target Met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

OTHER CORE BEHAVIOR MEASURES

B-1/C-12 SEAT BELT USE

Increase statewide seat belt use compliance 2 percent from 72% (2016-2020 average) to 73.44% (2018-2022 average). In 2022, this target was met. The seat belt use rate was 75.7% in 2022, resulting in a (2018-2022 average) 74.14% seat belt use rate (.95 % above the 73.44 % 2022 target). The seat belt usage rate for 2021 was 75.5% an increase of 4.3% from the 2020 seat belt usage rate of 72.4%.

It is important that the enforcement and messaging countermeasure be adjusted in FFY 2024 to increase overall involvement and participation of our enforcement partners to address the issue of unrestrained seat belt use during all enforcement efforts and to use seat belt messaging during these initiatives. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback from our partners

of ideas that can make a difference. Once the OHS PIO position is filled, the PIO will continue to provide messaging to all partners and the public to promote seat belt use. The OHS will continue to work with the New Hampshire Buckle Up coalition who is actively involved in promoting seat belt use to save lives.

In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will adjust countermeasures to increase seat belt use among NH drivers by funding additional law enforcement agencies to conduct seat belt enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border). Also, the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt challenge, etc.), and the OHS PIO who will ensure the motoring public is messaged on the importance of wearing a seat belt.

Percent of Operator and Front Seat Outboard Passengers Buckled												
2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%	75.7%

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

A-4 DISTRACTION/INATTENTION FATALITIES

TO MAINTAIN DISTRACTED DRIVING FATALITIES AT 5.40 (2016-2020 AVERAGE) TO 5.40 (2018-2022 AVERAGE).

The 2022 data from FARS for Distracted Driving Fatalities is 1 (*2022 data not final)

- **Distracted Driving Fatalities (2018-2022 baseline average) is 4.4**

In 2022, New Hampshire met the Distracted Driving Fatalities target of 5.4. On 12/20/21 we predicted 5.4 distracted driving fatalities as there was 1 distracted driving fatality reported at that time. In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will implement countermeasures to decrease distracted driving fatalities through distracted driving enforcement efforts and UText, UDrive, UPay mobilizations, media efforts, and educational outreach. Additionally, in FFY 2021 and FFY 2022 an effort was made to reduce distracted fatalities through the installation of Distracted Driving Signs purchased by the NH Department of Transportation. These signs now in place, inform the motoring public that hand held electronic devices are prohibited by law while driving in New Hampshire and are a reminder of the importance to not drive while distracted.

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

2021 FARS Documented Fatalities: 4

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

2022 FARS Documented Fatalities: 1

2022 Performance Target Value: 5.4 (projected 2017-2021 baseline average)

2022 State Data (Projected 2018-2022 Average): 54.4 (2022 target met, *2022 data not final)

*Note Typo in the FFY 2022 HSP. Should have 2017-2021 baseline and 2018-2022 Target

In summary, all these performance targets are addressed in the FFY2022 OHS Highway Safety Plan and will be adjusted in the FFY 2023 and FFY 2024 plan as needed. The NH Office of Highway Safety will continue to closely monitor crash, serious injury, and fatality data on a daily and weekly basis. We will determine based on readily available data if these countermeasures are producing results or if they may need to be adjusted. The OHS continues to improve in the areas of traffic records accuracy and timeliness and anticipate that the OHS will be able to react more effectively to changes in crashes that are occurring on our highways.

A-5 Traffic Records E-Ticket Advancement

To **increase local LE agencies reporting crash and enforcement data** from 68 (2016-2020) to **102** (2018-2022).

Primary performance attribute: **Integration**

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

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

From April 1, 2018 to March 31, 2019, the Department of Safety working with Department of Information Technology was able to establish VPN connectivity and collaborate with third party vendors to have 24 local law enforcement agencies begin to report MMUCC IV compliant crash data to the DMV; From April 1, 2019 to March 31, 2020 [46] local law enforcement agencies were reporting; From April 1, 2020 to March 31, 2021 [96] local law enforcement agencies were reporting. Now that other third party vendors supporting local law enforcement agencies are able to report electronically to the NH DMV VISION database, we project that 102 local law enforcement agencies (47% of law enforcement) will begin reporting crash and enforcement data electronically in FFY2022.

From April 1, 2021 to March 31, 2022, 119 local law enforcement agencies are now submitting electronic crash reports to VISION (56% of agencies are submitting crash reports electronically).

Target met: Yes (Annual target was 102 law enforcement agencies submitting crash reports electronically to VISION which was met in 2022 with 119 agencies submitting electronically).

*Target period is annual and not a five year 2018-2022 average.

2021 Core Outcome Measures						*YTD
		2018	2019	2020	2021	2022
Fatal Motor Vehicle Crashes		134	90	98	106	125 as of 12/20/22
Operator Fatalities		83	47	58	63	71 as of 12/20/22
Traffic Fatalities	Total (C-1)	147	101	104	118	135 as of 12/28/2022
Fatalities Per 100 Million VMT	Total (C-3)	1.07	0.723	0.869	0.898	Data not final
Passenger Vehicle Occupant Fatalities Unrestrained (C-4)		72	37	36	51	Data not final
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)		35	20	37	30 Data not final	Data not final
Alcohol-Related Fatalities		49	37	36.6*	18 Data not final	Data not final
% of Alcohol-Related Fatalities		33.3	38.6	33.68*	Data not final	Data not final
OHRV Operator Fatalities		0	0	0	2	0
Total Crashes Reported		34,174	33,592	23,516*	28,092	Data not final
NH Licensed Drivers		1,068,229	1,174,551	1,172,132	1,177,615	1,179,058
NH Registered Motorcycles		78,770	81,087	79,037	187,644	86,077
Population		1,341,390	1,363,852	1,359,711	1,388,992	1,395,231
Speeding-Related Fatalities (C-6)		71	35	37	51	40
Motorcyclist Fatalities	Total (C-7)	28	30	25	26	32
	Unhelmeted (C-8)	21	14	16	19	32 Data not final
Drivers Involved in Fatal Crashes aged Under 20 (C-9)		13	8	10	8	4 Data not final
Pedestrian Fatalities (C-10)		9	10	16	9	12 Data not final
Bicyclist and Other Cyclist Fatalities**** (C-11)		2	0	2	2	2 Data not final
Observed Seat Belt Use*** (B-1)		76	71	72.4	75.5	75.7
Grant Funded Seat Belt Citations		104	98	52	52	50
Grant Funded Impaired Driving Arrests		333	470	239	180	158
Grant Funded Speed Citations		5,245	8,757	7,599	8,185	5,791

Statewide Law Enforcement Activity 2022 (as of 12/28/22)	
Seat Belt Summons	198
Impaired Driving Arrests	3,814
Speed Summons	33,410

DISTRACTED DRIVING:

In 2021, distracted driving was the leading cause in 4,106 non-fatal crashes or 15% of all crashes throughout New Hampshire. Included in the definition of distracted driving is the use of portable electronic mobile devices, which accounts for an average of 11% of the estimated 15% of distraction related crashes. Trying to account for all crashes with a primary causation of distraction can be elusive. Many times distraction is not recognized as a contributing factor and/or is listed secondary to crashes with a primary causation of speed or impairment. Currently (as of 12/12/2022) there has been only 1 fatality caused by distracted driving.

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



The NHOHS continued in FFY 2022, to diligently provide messaging to the public on distracted driving and provided funding for distracted driving enforcement efforts conducted (i.e. OHS distracted driving patrols and mobilizations, etc.) by state, local, and county enforcement agencies. In 2022, the OHS recognized that the motoring public began to travel more than in 2020 and 2021. Personnel shortages continue to have an effect on law enforcements ability to conduct patrols.

However, many of our law enforcement partners continued to stop vehicles and issue thousands of warnings and citations, many, for distracted driving. With that said, all the above-mentioned distracted driving initiatives that were conducted may have potentially helped in keeping distracted driving crashes and the resulting deaths and injuries from being even higher than they could have been without these efforts.

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

Although, it appears that New Hampshire is on track to meet the target of 5.40 (2018-2022 5-year average) by maintaining distracted driving fatalities in FFY 2022, there still looms fatality cases still pending investigation to determine causation. Regardless, if that number increases or not, the NHOHS will continue supporting all of its goals surrounding the reduction of distracted driving on our roadways. We believe the continued use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2023 and 2024 HSP.

**Distracted Driving Fatalities
2022 Goal: 5.40**

2017	2018	2019	2020	2021	2022
7	3	5	6	4	*1

*Currently (as of 12/12/2022) there has been only 1 fatality caused by distracted driving.

NH in on track to meet the target of 5.40 distraction driving related fatalities in FFY 2022

The Office of Highway Safety selected the following projects below to fund in FFY 2022 to reduce fatalities and serious injuries due to distracted driving in NH.

DISTRACTED DRIVING PAID MEDIA

22-04-03

Planned Activity Description

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

In FFY 2022, the NH OHS continued to proactively message and use media sources to message the public on the dangers of utilizing a hand held device and driving distracted while operating a motor vehicle. This messaging proved to be extremely important and useful as travel increased on New Hampshire roads as Covid-19 restrictions were removed.

In FFY 2022, the NH OHS supported funding contracts with IHEART, the NH Fisher Cats, and AAA Northern New England. Also, the NH OHS and other media sources used funding to provide messaging during those times when distracted driving may be problematic (i.e. during NHTSA's U TEXT, U DRIVE, U PAY mobilizations, holidays, etc.)

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

I-Heart Media + Entertainment

22-04-03

Planned Activity Description

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

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

In FFY 2022, funds were provided to I-Heart Media + Entertainment to conduct distracted driving highway safety media campaigns through broadcast radio (spots :15, :30, and :05 ran heavily on weekends WGIR, WHEB, WERZ, IHM and Total Traffic Weather Network/TTWN), streaming targeted audio, digital display over internet, social media (Snapchat). The important NHTSA distracted driving message below, was released during the distracted driving National Enforcement Mobilization using various media platforms by I-Heart during FFY 2022:

- 1) “U TEXT. U DRIVE. U PAY”

Funding Source: 402

Funds Obligated: \$17,000.00

Funds Expended: \$9,071.41

New Hampshire Fisher Cats

22-04-03

Planned Activity Description

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

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

In FFY 2022, the NH OHS contracted with the New Hampshire Fisher Cats who created awareness around distracted driving by; Presenting sponsorship of the Fisher Cats Pre-Game broadcast to include a 30-second commercial for all Fisher Cats home and away games, Live reads and mentions throughout the pre-game taken from the traffic safety marketing website, one (1) live read on the radio during each game (Home and Away), logo on the video board to coincide with a public address announcement at each home game, logo included in Fisher Cats Pocket Schedules distributed throughout the state of New Hampshire (added value). The NHOHS will continue to partner with the NH Fisher Cats and make adjustments if necessary to strengthen Distracted Driving messaging in FFY 2023.

Funding Source: 402 Funds Obligated: \$12,000.00 Funds Expended: \$12,000.00

AAA Northern New England

22-04-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Based on available data, the appropriate type and source of media will be determined from the list of sub recipients below. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

In FFY 2022, funds were allocated to support AAA Northern New England who executed running high quality distracted driving PSA's on television (WMUR), social media and sporting events. These PSA's featured national actors and/or New Hampshire individuals who have been impacted

by this issue. These PSA's received very positive feedback from the NH OHS and the general public.

Funding Source: 402 Funds Obligated: \$15,000.00 Funds Expended: \$11,220.00

2022 DISTRACTED DRIVING ENFORCEMENT
22-04-04

Planned Activity Description

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

In FFY 2022, the NHOHS provided funding to support NHSP and local law enforcement agencies enforcement of distracted driving laws throughout NH. Distracted driving enforcement efforts were conducted year round. Specific times and locations were based on local crash and violation data. Crash data was reviewed throughout the year to effectively allocate resources where the crashes are occurring.

In FFY 2022, the NHOHS provided grant funding to the State Police and twenty-eight local law enforcement agencies who conducted 451 four-hour enforcement patrols, which resulted in the following activity:

- State Police dedicated 894 hours to this enforcement effort, which resulted in 2,086 vehicles stopped with 1,210 warnings (327 for Distracted Driving/ Mobile Electronic Device) and 1,147 summonses issued (509 for Distracted Driving/ Mobile Electronic Device).
- Local Police dedicated 909 hours to this enforcement effort, which resulted in 2,390 vehicles stopped with 2,144 warnings (700 for Distracted Driving/ Mobile Electronic Device).

Device) and 380 summonses issued (185 for Distracted Driving/ Mobile Electronic Device).

2022 Distracted Driving Enforcement		
Grantee	Obligated	Spent
ALTON	\$ 1,658.00	\$ 860.77
BARRINGTON	\$ 2,215.00	\$ -
BEDFORD	\$ 3,052.00	\$ 2,192.33
BELMONT	\$ 1,936.00	\$ 1,936.00
BOW	\$ 1,379.00	\$ -
CONCORD	\$ 3,609.00	\$ 3,010.05
DERRY	\$ 3,888.00	\$ 3,736.28
EPPING	\$ 2,494.00	\$ 2,494.00
EXETER	\$ 1,658.00	\$ 1,571.16
GILFORD	\$ 1,936.00	\$ 1,005.66
GOFFSTOWN	\$ 1,936.00	\$ 267.09
HAMPTON	\$ 2,215.00	\$ 2,215.00
HOPKINTON	\$ 2,494.00	\$ 2,336.76
HUDSON	\$ 3,052.00	\$ 2,762.47
KEENE	\$ 3,330.00	\$ 2,990.90
LACONIA	\$ 1,936.00	\$ 1,322.32
LEBANON	\$ 1,936.00	\$ 1,439.91
LONDONDERRY	\$ 4,167.00	\$ -
MANCHESTER	\$ 8,906.00	\$ 8,879.68
MEREDITH	\$ 1,379.00	\$ 790.06
MERRIMACK	\$ 2,494.00	\$ 2,494.00
MILFORD	\$ 3,330.00	\$ 3,107.05
NASHUA	\$ 6,397.00	\$ 6,397.00
NORTH HAMPTON	\$ 1,200.00	\$ 1,200.00
OSSIPEE	\$ 2,773.00	\$ 2,265.80
PELHAM	\$ 2,494.00	\$ 2,494.00
PORTSMOUTH	\$ 2,494.00	\$ 1,986.48
RAYMOND	\$ 2,494.00	\$ 2,494.00
ROCKINGHAM CTY	\$ 2,000.00	\$ 2,000.00
RYE	\$ 1,936.00	\$ 623.50
SALEM	\$ 1,658.00	\$ 1,456.77
SEABROOK	\$ 2,773.00	\$ -
NHSP	\$ 95,200.00	\$ 81,795.19
Total	\$ 182,419.00	\$ 148,124.23

Funding Source: 402 Funds Obligated: \$87,219.00 Funds Expended: \$66,329.04

Funding Source: 405d flex Funds Obligated: \$95,200.00 Funds Expended: \$81,795.19

**2022 U DRIVE. U TEXT. U PAY. ENFORCEMENT MOBILIZATION
(DISTRACTED DRIVING MOBILIZATIONS)**

22-04-11

Planned Activity Description

Overtime enforcement patrols conducted by State (funds flexed from 405d) & Local Police (funds from 402) will be utilized to support the media efforts during the Distracted Driving National Campaign. These overtime enforcement patrols will be conducted during the commuting hours in locations that have been identified as having a high crash risk. These patrols will be conducted in four hour increments in identified high risk crash corridors within the state and will also focus on rural roadways in addition to our highways and urban areas.

In FFY 2022, funds were provided to State Police and local law enforcement agencies to support overtime enforcement patrols that were conducted in conjunction with NHOHS media efforts during the Distracted Driving National Campaigns “U DRIVE. U TEXT. U PAY”. These overtime enforcement patrols were conducted during commuting hours and in locations that have been identified as having a high crash risk.

In FFY 2022, the NHOHS provided grant funding to the State Police and forty-five local law enforcement agencies who conducted 122 four-hour enforcement patrols, which resulted in the following activity:

- State Police dedicated 60 hours to this enforcement effort, which resulted in 132 vehicles stopped with 75 warnings (25 for Distracted Driving/ Mobile Electronic Device) and 62 summonses issued (30 for Distracted Driving/ Mobile Electronic Device).
- Local Police dedicated 425 hours to this enforcement effort, which resulted in 1,150 vehicles stopped with 984 warnings (273 for Distracted Driving/ Mobile Electronic Device) and 172 summonses issued (96 for Distracted Driving/ Mobile Electronic Device).

**2022 U DRIVE. U TEXT. U PAY. ENFORCEMENT
MOBILIZATION**

Grantee	Obligated	Spent
ALTON	\$ 850.00	\$ 688.41
AUBURN	\$ 850.00	\$ 656.16
BARRINGTON	\$ 850.00	\$ 579.68
BEDFORD	\$ 850.00	\$ 175.62
BELMONT	\$ 850.00	\$ 583.53
BERLIN	\$ 850.00	\$ 641.37
BOW	\$ 850.00	\$ 222.97
BRENTWOOD	\$ 850.00	\$ -
CAMPTON	\$ 850.00	\$ 164.42
CANDIA	\$ 850.00	\$ 605.24
CHICHESTER	\$ 850.00	\$ 831.47
CONCORD	\$ 850.00	\$ 381.34
DERRY	\$ 850.00	\$ 378.33
DOVER	\$ 850.00	\$ 202.35
DURHAM-withdraw	\$ -	\$ -
EPPING	\$ 850.00	\$ 850.00
EPSOM	\$ 850.00	\$ 682.21
EXETER	\$ 850.00	\$ 266.76
GILFORD	\$ 850.00	\$ 308.68
GOFFSTOWN	\$ 850.00	\$ -
GREENLAND	\$ 850.00	\$ 252.69
HAMPTON	\$ 850.00	\$ -
HAVERHILL	\$ 850.00	\$ 282.98
HENNIKER	\$ 850.00	\$ -
HILLSBORO	\$ 850.00	\$ 785.01
HOLLIS	\$ 850.00	\$ 769.37
HOPKINTON	\$ 850.00	\$ 582.14
HUDSON	\$ 850.00	\$ 850.00
JAFFREY	\$ 850.00	\$ 850.00
KEENE	\$ 850.00	\$ 548.74
LACONIA	\$ 850.00	\$ -
LEBANON	\$ 850.00	\$ 513.16
LEE	\$ 850.00	\$ -
LINCOLN	\$ 850.00	\$ 690.89
LITTLETON	\$ 850.00	\$ 850.00
LONDONDERRY	\$ 850.00	\$ 850.00
LOUDON	\$ 850.00	\$ 850.00
MANCHESTER	\$ 850.00	\$ 850.00
MEREDITH	\$ 850.00	\$ 228.37
MERRIMACK	\$ 850.00	\$ 850.00
MILFORD	\$ 850.00	\$ 540.54
MILTON	\$ 850.00	\$ 443.77
NASHUA	\$ 850.00	\$ 307.32
NEW HAMPTON - withdrew	\$ -	\$ -
NEW LONDON	\$ 850.00	\$ 513.28
NEWINGTON	\$ 850.00	\$ -
NEWMARKET	\$ 850.00	\$ 802.98
NEWPORT-withdrew		\$ -
NORTH HAMPTON	\$ 850.00	\$ 850.00

OSSIPEE	\$ 850.00	\$ -
PELHAM	\$ 850.00	\$ -
PLYMOUTH	\$ 850.00	\$ 850.00
PORTSMOUTH	\$ 850.00	\$ 210.95
RAYMOND	\$ 850.00	\$ 203.59
RINDGE	\$ 850.00	\$ -
RYE	\$ 850.00	\$ -
SALEM	\$ 850.00	\$ 651.42
SANBORNTON	\$ 850.00	\$ -
SEABROOK	\$ 850.00	\$ 610.25
WAKEFIELD	\$ 850.00	\$ 850.00
WEARE	\$ 850.00	
NHSP	\$ 9,100.00	\$ 2,216.68
Total	\$ 58,400.00	\$ 27,872.67

Funding Source: 402 Funds Obligated: \$49,300.00 Funds Expended: \$25,655.99

Funding Source: 405d Flex (SP) Funds Obligated: \$9,100.00 Funds Expended: \$2,216.68

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

Using a funding methodology for FFY- 2022 that continued to focus heavily on fatal and serious injury crashes to identify communities with the highest priority helped the NHOHS to determine award amounts and strategically target areas for maximum impact on the overall impairment fatality and injury data. In this focused approach, we hoped to maintain fatalities and our mission to minimize crashes. Unfortunately, in FFY 2022, impaired driving continued to be a major concern. Funding provided to law enforcement to conduct impaired driving enforcement patrols was not used to the full extent by law enforcement agencies who continued to be impacted by COVID-19, and personnel shortages. A decrease in impaired driving patrols and activity may have increased the potential for impairment related crashes and the resulting injuries and/or fatalities. Also, it is important to know that in NH alcohol sales is up over 50% and the drug epidemic continues to rage on with the drug fentanyl contributing to the majority of cases in 2021 and 2022 (as of May 31). Fatal and Non-Fatal (EMS) Drug Overdose/Abuse incidents have increased dramatically from 3,448 incidents in 2018 to 5,221 incidents in 2021. This is extremely

alarming, when you consider that some of these individuals may have been driving and risking their life and the lives of others.

The NH Drug Evaluation Classification Program (DECP) Coordinator hired in January of 2022 conducted many Drug Recognition Expert (DRE) trainings and substantially increased the Advanced Roadside Impaired Driving Enforcement (ARIDE) trainings to increase NH law enforcement certification and the ability to combat the problem of impaired driving on our roads.

New Hampshire is currently not on track to meet our 2022 alcohol impaired driving fatality average (2018-2022) target of 27.00. Even though, 2021 and 2022 alcohol fatality data .08 and above is not available at this time, it can be assumed that because 2022 overall fatalities have increased 17.5 % (as of 12/20/22) from 2021, that there will more than likely be an increase in alcohol impaired fatalities. If in 2021 and in 2022, 31 alcohol impaired fatalities are calculated (using the 2020 alcohol fatality number) into the five year average (2018 -2022), the target of 27.00 would be exceeded with an average (2018-2022) target of 29.6. Currently, alcohol/drug impaired driving fatality cases are still pending toxicology and investigation results from 2021 and 2022.

In 2022, DUI/ patrols and mobilizations conducted by NH state and local police resulted in 110 impaired driving arrests and thousands of motor vehicle stops, warnings and summonses issued. Regional and national impaired driving initiatives conducted by law enforcement increased visibility and activity and was paramount in keeping impaired driving fatality numbers from being completely out of control during this pandemic, strained economy, and drug epidemic that has created anxiety leading to increased drug and alcohol use and abuse.

Providing the public with important impaired driving media messaging through all avenues (i.e. print, audio, video, social media, etc.) to address impaired driving throughout the year continues to be a very important countermeasure. The NH OHS conducted media messaging efforts in conjunction with enforcement effort. Studies have shown that this is an effective approach to reduce overall motor vehicle crashes and the resulting deaths and injuries. Although, NH did not meet its goals surrounding the reduction of impaired drivers on our roadways, we believe the continued use and enhancement of our media efforts and coordinated impaired driving enforcement efforts (saturations) will remain very important and a part of our countermeasures and planned activities in both the FFY 2022 and 2023 HSP's.

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

to projects and think of innovative ways to implement projects to help address impaired driving issues.

The Office of Highway Safety selected the following FFY 2022 projects below to fund to reduce impaired driving crashes and the resulting fatalities and serious injuries that occur on NH roads.

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) - DEPARTMENT OF JUSTICE

22-07-05

Planned Activity Description

This planned activity will provide funds to enable the NH Department of Justice to continue the services of a full-time Traffic Safety Resource Prosecutor (TSRP). The purpose of a TSRP is to improve the ability of the State's prosecutors to effectively prosecute traffic safety violations, provide educational opportunities for prosecutor readiness, provide guidance and training for law enforcement and prosecutors, and serve as a resource and liaison among prosecutors, law enforcement, and the traffic safety community. Funds under this planned activity will cover personnel services (to include benefits) at \$134,479.00, current expenses (to include training and educational materials, printing/binding costs, telephone, cell phone, Rent and DIOT transfers, etc.) at \$7,500.00, travel expenses (to include in-State/out-of-State travel, etc.) at \$4,000.00 and indirect cost at \$7,298.95. This planned activity will provide training and resources to support New Hampshire's State, Local, and County law enforcement agencies who will be conducting enforcement efforts in FFY 2022 to remove impaired drivers from New Hampshire roads.

In FFY 2022, Funds were provided to the NH Department of Justice to support a Traffic Safety Resource Prosecutor that provided training, resources and guidance to law enforcement agencies. Training for law enforcement include the following:

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

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

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

Goals:

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

This goal was met. Multiple trainings were conducted at NH Police Standard & Training Center in Concord for cadets on the topic of felony crash investigation. Trainings were also conducted around the State in the area of DUI detection and investigation.

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

This goal was met. Multiple trainings were held on the topic of updates in traffic law and law enforcement. Live trainings were held in Southern Hillsborough County, as well as Merrimack and Cheshire counties pertaining to the investigation and prosecution of impaired driving cases as well as report writing.

- 3) **Technical Assistance: The TSRP maintains, updates, and makes available to law enforcement and prosecutors a bank of legal memoranda and legal pleadings addressing commonly raised issues in traffic safety prosecutions; responds to verbal and written inquiries from law enforcement officers and prosecutors on matters**

relating to the investigation and prosecution of traffic safety violations; and serves as second chair on complex impaired driving cases, including Daubert hearings, suppression hearings, and cases involving expert witnesses.

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

Additional Comments:

There is room for improvement to increase the number of trainings. This may be accomplished in 2023 by holding each training in a region multiple times a year.

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

Funding Source: 405d Funds Obligated: \$148,606.62 Funds Expended: \$135,370.44

Impaired Driving DECP Training

22-07-07

Planned Activity Description

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

Statistics show that an increasing number of crashes involve impaired drivers. While all officers are trained at the recruit level in the identification of alcohol impairment, 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, in order to best identify driver offenders and to obtain the appropriate evidence of their impairment for prosecution. Training and education is important for law enforcement officers to have to be able to better understand impairment issues and how to address these issues.

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

As of 2022, New Hampshire has 60 certified DRE experts, of which, 18 are in NH State Police; this also includes 12 certified instructors, representing law enforcement agencies throughout the state.

This contract will support the following number of classes:

- DRE (out of state) - 1 Class of 12 Students 4 instructors per class
- DRE (In State) - 1 Class 12 Students/4 instructors per class
- DRE Instructor (In State) - 1 Class 12 Students/4 instructors per class

- ARIDE - 4 Classes of approximately 40 students per class
- SFST - 4 Classes of approximately 60 Students per class
- SFST - 2 Refresher classes of approximately 30 Students per class
- DITEP - 1 Class of 50 Students (upon demand for training)

This planned activity will also allow for overtime funds to be used by DRE's called out to support local law enforcement agencies who do not have a DRE to use during an impairment related stop.

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

available out of state venues used for DRE field evaluations/certification training and travel to the annual conference on drugs and impaired driving), and indirect cost. Travel for training and conferences is important for law enforcement officers to attend to be able to better understand impairment issues and how to address these issues through education, enforcement efforts, and highway safety program development, to help New Hampshire achieve projected performance targets relative to impairment. This task is supported by CTW Chapter 1, Section 7.3.

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

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

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

The following are 2022 DRE project goals and results:

Goal

- 1) To increase the number of Certified NH DRE's law enforcement personnel by 5% in FFY 2022 from prior year FFY 2021.

Performance Measure Result required under this project not met. (2019 = 86, 2020 = 84, 2021 = 60, 2022 = 60).

- 2) To increase Certified Advanced Roadside Impaired Driving Enforcement (ARIDE) law enforcement personnel by 15% in FFY 2022 from prior FFY 2021.

Performance Measure Result required under this project was met. (2019 = 171, 2020 = 0, 2021 = 57, 2022 = 154).

- 3) To increase overall DRE evaluations conducted in the field by certified law enforcement personnel by 20% in FFY 2022 from prior FFY 2021.

Performance Measure Result required under this project was met. (2019 = 300, 2020 = 78, 2021 = 84, 2022 = 204)

New Hampshire DECP Year End Summary Report 2022

Current DREs

Currently certified:	60
State Police DREs:	18
Local DREs:	42
County DRE:	0
DRE Instructors:	15
Number of Agencies	26

Evaluations

Enforcement Evaluations:	34*
Training Evaluations:	170
Total Evaluations:	204

*Does not include open evaluations

Drug Category (DREs Opinion)

Drug Name		
Depressants	8	27%
Stimulants	5	17%
Hallucinogens	0	0%
Dissociative Anesthetics	0	0%
Narcotic Analgesics	18	60%
Inhalants	0	0%
Cannabis	5	17%
Alcohol	4	13%

Drug and Toxicology Breakdown

No drug found	0	0%
Alcohol Only	3	4%
Medical Impairment	2	2%
No Impairment	17	20%
Poly Drug	22	26%

Evaluations (Opinions) By Drug Category

Year to Year Comparison in percentages

<u>Drug</u>	<u>2021</u>	<u>2022</u>
Depressants	25.0%	26.92%
Stimulants	25.0%	15.38%
Hallucinogens	0.0%	0.0%
Dissociative Anesthetics	0.0%	0.0%
Narcotic Analgesics	50.0%	61.54%
Inhalants	0.0%	0.0%
Cannabis	0.0%	19.23%

DRE Training

- Number of DRE Schools: 1
- Number of students: 12
- Number of DREs certified: 11
- Number of DRE Instructor Schools: 1
- Number of students: 8
- Number of DRE Instructors certified: 8
- Number of 8-Hour Recertification Classes: 0
- Number of students: 0

ARIDE Training

- | | <u>2021</u> | <u>2022</u> |
|----------------------------|-------------|-------------|
| • Number of ARIDE Schools: | 3 | 4 |

- Number of Students Trained: 57 154

DITEP Training

- Number of classes: 0 0
- Number of school nurses: 0 0
- Number of SROs: 0 0
- Other students: 0 0
- Total Number of students: 0 0

Phlebotomy Training

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

SFST Training

- | | <u>2021</u> | <u>2022</u> |
|----------------------------|-------------|-------------|
| • SFST classes: | 4 | 6 |
| • Students trained: | 197 | 304 |
| • SFST Instructor classes: | 0 | 0 |
| • Students trained: | 0 | 0 |
| • SFST Refresher Classes: | 0 | 5 |
| • Students Trained: | 0 | 60 |

The SFST classes were primarily conducted in Police Standards and Training Council Academy based training.

- | | |
|-------------------------------|----|
| • Class 186 | 67 |
| • Class 187 | 49 |
| • Class 188 | 47 |
| • Class 189 | 53 |
| • Class 190 | 48 |
| • December 3 In-service Class | 40 |

Additional Comments:

The 2022 grant year was an improvement over the previous year because many of the Covid restrictions were lifted and regular training could resume.

The new State Coordinator was hired by the NH OHS in January of 2022 and immediately scheduled a full slate of classes to include:

- 1 - Standardized Field Sobriety Testing Class held outside of the basic recruit academy.
- 3 - Standardized Field Sobriety Testing Refresher Classes.
- 4 – Advanced Roadside Impaired Driving Enforcement Classes.
- 1 – Drug Recognition Expert Candidate Class.
- 1 – Drug Recognition Expert Instructor Class.

All courses were held at the New Hampshire Police Standards and Training Council with the exception of two SFST Refreshers classes that were held at the Manchester and Bedford Police Departments by their own instructors.

The three Standardized Field Sobriety Testing trainings highlighted in this report were conducted at the NH Police Academy with three Basic Recruit Classes (Class # 183-58 Officers/Class # 184-69 Officers/Class # 185-57 Officers). All instruction was offered by NH certified DRE Instructors.

The four A.R.I.D.E. classes were very popular and increased dramatically the number of students taught from the previous COVID impacted year. An IACP change to A.R.I.D.E. this year required all instruction for this class be done by DRE instructors. This may make managing this course more difficult. Currently there is a limited number of instructors in our state, a concern that overuse of instructors will place a strain on them, as well as, the agencies who provide them. As a result, I am looking into a system to pay instructors so as not to draw on the agencies manpower as much.

The DRE Instructor Course went very well and had an excellent student to instructor ratio. An In-State evaluation night was conducted at the conclusion of the Candidate class to allow student instructors to obtain observations, which is part of their certification process.

The DRE Candidate Class went smoothly. Two live alcohol drinking labs were set up as part of the course. This is a highlight as it was the first such lab conducted at the NH Police Academy in 10 years. A guest appearance by Don Decker brought a true professional into the Instructor cadre. Also, HOPE Counseling and Consulting, Inc. in Winston-Salem NC, provided an excellent venue for DRE's.

The NH State DECP Coordinator has found the following issues needing to be addressed:

1. *There was a significant lack of use of the DREDATA tracking website, which is being resolved.*
2. *The state lost several officers who were unable/unwilling to maintain the requirements of the DRE program. Meaning, they failed to obtain their required amount of evaluations and when asked, they chose to withdraw from the program rather than continue in it. To address this issue local evaluation nights will be instituted to provide officers with the ability to get their required field evaluations.*

To address these two issues all DREs are required to be up-to-date on DREDATA before being recertified. Secondly, there were three in-state evaluation nights in Manchester NH. The results ranged from excellent to poor. One night there were 20 evaluations completed and on another night, no DREs showed up. It is a work in progress, but things are improving.

Another issue needing improvement was access to training. This was improved by doing the following:

1. Provided access to the Florida TSRP Webinars. As a result, many DREs have already taken classes there.
2. Provided Maine Impaired Driving Seminar information to the DREs, which, several attended.
3. Provided the Vermont Impaired Driving Seminar information to the DREs, which, several attended.
4. DRE's were invited to the NH Impaired Driving Seminar, which, several attended.
5. Provided information from the National Conference to DREs.
6. Provided membership with the National Conference, IACP that offers DRE's access to a plethora of material and training. Half of the DRE's took advantage of the FREE offering to them.

2022 / 2023:

- The NH DECP Coordinator attended the Eastern States Coordinators meeting in conjunction with the IPTM Traffic Symposium in Orlando FL. In 2023, this venue will be used as a motivator for DREs and top DWI enforcers who excel to attend.

- The NH DECP Coordinator attended the National DRE Conference in San Antonio TX. This is another, yet more specific, training opportunity for NH DREs to attend.
- To expand our in-state evaluation nights in NH. Café 1269 in Manchester NH has potential.

Funding Source: 405d Funds Obligated: \$136,133.43 Funds Expended: \$94,809.81

JUDICIAL OUTREACH
22-07-12

Planned Activity Description

This judicial outreach planned activity will allow for funds to support New Hampshire trial judges to attend regional judicial education/training in FFY 2022. This judicial education/training will address trial bench essentials as it pertains to DUI/Drugged Driving litigation from start to finish, including stop, arrest, search and seizure, evidence, data-based risk assessment and sentencing alternatives. Topics will also include recidivism reduction, drug and alcohol toxicology, BAC computation, legal and evidentiary issues arising from polysubstance use and abuse, and problems and successes in judicial systems in states with legalized marijuana use. Funded shall support travel for NH judges to attend this education and training.

In FFY 2022, The NH Office of Highway Safety did not fund this project due to the continued Covid-19 pandemic (i.e. conferences and training cancelled due to potential exposure, etc.) and the increase in cases that have placed a strain on NH Courts. If this project was funded it would have provided important insight to NH judges on how to minimize recidivism of impaired driving on NH roads to help reduce impaired driving crashes and the resulting injuries and/or deaths.

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

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

IMPAIRED DRIVING CONFERENCE

22-07-06

Planned Activity Description

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

In FFY 2022, on November 15, 16, and 17, 2021, the NH OHS hosted the New Hampshire Impaired Driving Virtual “Lunch” conference conducted through a collaboration with AAA Northern New England who provided the Zoom platform and helped with coordinating the event to over one hundred attendees. The impairment related presentations covered some of the following topics:

- New Hampshire 2020 impairment related fatality data
- Video and presentation by Beth Shaw (spearheaded Tyler’s law) who lost her son Tyler to an impaired Driver
- Cannabis Trends In Impaired Driving Cases and DUI Deterrence Via Effective Roadside Messaging
- It’s Just Another Traffic Stop Or is it? (Law enforcement involvement in addressing impairment)
- Toxicology and Impairment
- Judicial Outreach and Drug Courts
- DWI Elements As It Relates To The Transportation Bill
- Research On Drugged Driving

After the virtual conference is over a link is sent to all attendees to be able listen to presentations again and share with other highway safety partners. This is a great way to save time, money, and provide many partners with important highway safety information to share.

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

IMPAIRED DRIVING PAID MEDIA

I-Heart Media + Entertainment

22-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Based on available data, the appropriate type and source of media will be determined from the list of sub recipients below. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

In FFY 2022, funds were provided to I-Heart Media + Entertainment to conduct impaired driving highway safety media campaigns through broadcast radio (spots :15, :30, and :05 ran heavily on weekends WGIR, WHEB, WERZ, and Total Traffic Weather Network/TTWN), streaming targeted audio, digital display over internet, OTT/preroll, geolocation (Friday through Sunday/ "Are you o.k. to drive"), social media (Snapchat). The following are some important impaired driving messages that were released using various media platforms by I-Heart during FFY 2022:

- 2) "If You Feel Different, You Drive Different" and "Buzzed Driving is Drunk Driving."
- 3) "Drive Sober or Get Pulled Over"

Funding Source: 405d Funds Obligated: \$41,000.00 Funds Expended: \$17,428.57

AAA Northern New England

22-07-03

Planned Activity Description

Funds shall support a contract to coordinate print and audio activities that will include airings surrounding the Thanksgiving/Christmas/New Year's holidays, Super Bowl, the NHTSA seat belt

mobilization, Cinco de Mayo, July Fourth, and the NHTSA Labor Day mobilizations. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from alcohol and/or drug impaired driving (to include motorcycle impairment). Based on available data, the appropriate type and source of media will be determined from the list of sub recipients below. Every effort will be made to be flexible throughout the year to enable the ability to move the target audience and methods of delivery as needed to counter fatal and serious bodily injury trouble areas. This task is supported by CTW Chapter 2, Section 3.1 and 3.2.

In FFY 2022, funds were allocated to support AAA Northern New England who executed running high quality impaired driving PSA's on television (WMUR), social media and sporting events. These PSA's featured national actors and/or New Hampshire individuals who have been impacted by this issue. These PSA's received very positive feedback from the NH OHS and the general public.

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

2022 DWI Enforcement Patrols & Equipment

22-07-04

Planned Activity Description

This planned activity will support funding for New Hampshire's State Police (405d funds), Local, and County law enforcement agencies (402 funds) to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2022 Federal Fiscal year. Enforcement times and locations will be based on local and State data provided by the law enforcement agencies, the Division of Motor Vehicles (VISION CRMS data base) and the State's Fatality Analysis Reporting System (FARS). These impaired driving enforcement efforts will also focus on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year's holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). Currently there is a Buy American waiver that has been submitted to NHTSA to purchase a gas chromatograph for the NHSP Lab in FFY 2022. The NH OHS has included equipment (in case of equipment failures) in the description of the planned activity in the event a HSP amendment is needed to assist with replacement equipment. The NHOHS will ensure that all equipment requests that are over \$5,000.00 will be Buy American Compliant and have NHTSA approval before purchase.

In FFY 2022, funds were provided to support the New Hampshire’s State, Local, and County law enforcement agencies to conduct DWI/DUI/DRE enforcement efforts to include impaired driving enforcement patrols, saturation patrols, and/or sobriety checkpoints throughout the 2022 federal fiscal year. Enforcement times and locations were based on local and state data provided by the law enforcement agencies, the Division of Motor Vehicles (Vision CRMS data base) and the states Fatality Analysis Reporting System. Also, important, additional impaired driving enforcement efforts were focused on the problem of impaired driving during the vacation and holiday seasons (Thanksgiving through New Year’s holiday season, and from June through Labor Day, the traditional summer vacation season in New Hampshire). In FFY 2022, there was no equipment funded.

In FFY 2022, the NH OHS provided grant funding to the State Police and thirty-six local law enforcement agencies who conducted 565 Six-hour Impaired Driving enforcement patrols, which resulted in the following:

- State Police dedicated 1,956 hours to this enforcement effort, which resulted in 3,561 vehicles stopped with 3,029 warnings and 835 summonses issued and 59 DUI arrests.
- Local Police dedicated 1,435 hours to this enforcement effort, which resulted in 3,218 vehicles stopped with 3,201 warnings, 165 summonses issued and 51 DUI arrests.

2022 DWI Enforcement Patrols & Equipment		
Grantee	Obligated	Spent
ALTON	\$ 3,357.00	\$ 2,616.54
BARRINGTON	\$ 3,357.00	\$ 1,776.77
BEDFORD	\$ 4,148.00	\$ 214.03
BELKNAP COUNTY SO	\$ 2,500.00	\$ -
BELMONT	\$ 8,959.00	\$ 2,426.00
BERLIN	\$ 2,348.00	\$ 2,272.61
BOW	\$ 3,357.00	\$ 1,205.58
CAMPTON	\$ 2,000.00	\$ 387.14
CARROLL COUNTY SO	\$ 2,500.00	\$ -
CHESHIRE COUNTY SO	\$ 2,500.00	\$ -
CONCORD	\$ 6,564.00	\$ 2,285.55
COOS COUNTY SO	\$ 2,500.00	\$ -
DERRY	\$ 3,188.00	\$ 1,822.01
DOVER	\$ 5,752.00	\$ 220.21
EPPING	\$ 3,357.00	\$ 3,357.00
EXETER	\$ 3,357.00	\$ 3,355.77
GILFORD	\$ 5,752.00	\$ 1,111.71
GRAFTON COUNTY SO	\$ 2,500.00	\$ -
HAMPTON	\$ 4,960.00	\$ 1,257.87

HILLSBORO	\$ 3,357.00	\$ 2,885.51
HILLSBOROUGH COUNTY SO	\$ 2,500.00	\$ -
HOLLIS	\$ 2,400.00	\$ 2,847.73
HUDSON	\$ 5,752.00	\$ 2,497.67
KEENE	\$ 4,148.00	\$ 4,148.00
LACONIA	\$ 4,960.00	\$ 4,883.64
LEBANON	\$ 4,960.00	\$ 4,634.41
LEE	\$ 3,300.00	\$ 1,167.28
LONDONDERRY	\$ 5,752.00	\$ -
MANCHESTER	\$ 19,391.00	\$ 19,042.27
MEREDITH	\$ 3,357.00	\$ 708.69
MERRIMACK	\$ 3,357.00	\$ 1,326.73
MERRIMACK COUNTY SO	\$ 2,500.00	\$ 2,500.00
MILFORD	\$ 4,148.00	\$ 2,034.21
NASHUA	\$ 8,000.00	\$ 6,991.50
NORTH HAMPTON	\$ 1,200.00	\$ 1,200.00
OSSIPEE	\$ 4,148.00	\$ 2,869.11
PELHAM	\$ 8,959.00	\$ 4,263.48
PORTSMOUTH	\$ 4,960.00	\$ 2,883.28
RAYMOND	\$ 4,960.00	\$ 2,448.27
ROCKINGHAM COUNTY SO	\$ 2,500.00	\$ -
RYE	\$ 6,564.00	\$ 750.90
SALEM	\$ 8,167.00	\$ 8,167.00
SEABROOK	\$ 4,148.00	\$ 877.19
STRAFFORD COUNTY SO	\$ 2,500.00	\$ 1,031.80
SULLIVAN COUNTY SO	\$ 2,500.00	\$ -
NHSP	\$ 471,000.00	\$ 181,091.01
Total	\$ 672,444.00	\$ 285,558.47

Funding Source: 402 Funds Obligated: \$201,444.00 Funds Expended: \$104,467.46

Funding Source: 405d Flex(SP) Funds Obligated: \$471,000.00 Funds Expended: \$181,091.01

**2022 Drive Sober or Get Pulled Over Mobilization
(Impaired Driving National Campaigns)**

22-07-11

Planned Activity Description

Overtime Enforcement funds will be used to support the two Impaired Driving National Campaigns. Partner agencies will be required to deploy assets to proactively enforce motor

vehicle laws related to impaired driving. These patrols will be done in 3 to 4 hour patrols shifts with the primary effort to combat impaired driving on our roadways. These patrols will also be conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

In FFY 2022, the NHOHS provided overtime enforcement funds to support law enforcements participation in the two (2) Impaired Driving “Drive Sober or Get Pulled Over” National Mobilization campaigns. Partner law enforcement agencies were required to deploy assets to proactively enforce motor vehicle laws related to impaired driving. These patrols were conducted in 3 to 4 hour patrols shifts with the primary effort focused on impaired driving on our roadways. These patrols were conducted simultaneously with the media outreach during the National Mobilizations identified by NHTSA.

In FFY 2022, the NH OHS provided grant funding to the State Police and fifty-nine local law enforcement agencies who conducted 56 six-hour and 220 four-hour Impaired Driving enforcement patrols respectively, which resulted in the following:

- State Police dedicated 218 hours to this enforcement effort, which resulted in 428 vehicles stopped with 373 warnings, 76 summonses issued and 5 DUI arrests.
- Local Police dedicated 880 hours to this enforcement effort, which resulted in 2,012 vehicles stopped with 1,961 warnings, 127 summonses issued and 29 DUI arrests.

2022 Drive Sober Or Get Pulled Over		
Grantee	Obligated	Spent
ALTON	\$ 1,700.00	\$ 978.95
AUBURN	\$ 1,700.00	\$ 1,695.03
BARRINGTON	\$ 1,700.00	\$ 1,099.47
BEDFORD	\$ 1,700.00	\$ 558.15
BELMONT	\$ 1,700.00	\$ 1,160.50
BERLIN	\$ 850.00	\$ 702.38
BOW	\$ 1,700.00	\$ 885.89
BRENTWOOD	\$ 1,700.00	\$ 1,700.00
CAMPTON	\$ 1,700.00	\$ 418.45
CANDIA	\$ 1,700.00	\$ 621.27
CHARLESTOWN	\$ 850.00	\$ 542.45
CHICHESTER	\$ 1,700.00	\$ 1,327.52
CONCORD	\$ 1,700.00	\$ 1,065.51
DEERING / REFUNDED		\$ (22.32)
DERRY	\$ 1,700.00	\$ 260.44
DOVER	\$ 1,700.00	\$ 1,016.60
DURHAM - <i>withdraw</i>	\$ -	\$ -
EPPING	\$ 1,700.00	\$ 585.50
EPSOM	\$ 1,700.00	\$ 1,435.75

EXETER	\$ 1,700.00	\$ 1,144.57
GILFORD	\$ 1,700.00	\$ 781.19
GOFFSTOWN	\$ 1,700.00	\$ 321.79
GREENLAND	\$ 1,700.00	\$ 1,652.82
HAMPTON	\$ 1,700.00	\$ 383.90
HAVERHILL	\$ 1,700.00	\$ 1,578.89
HENNIKER	\$ 1,700.00	\$ 446.15
HILLSBORO	\$ 1,700.00	\$ 1,604.97
HOLLIS	\$ 1,700.00	\$ 1,674.41
HOPKINTON	\$ 1,700.00	\$ 1,605.22
HUDSON	\$ 1,700.00	\$ 1,204.00
JAFFREY	\$ 1,700.00	\$ 1,700.00
KEENE	\$ 1,700.00	\$ 507.42
LACONIA	\$ 1,700.00	\$ 1,299.18
LEBANON	\$ 1,700.00	\$ 1,577.09
LEE	\$ 1,700.00	\$ 827.86
LINCOLN	\$ 1,700.00	\$ 850.00
LITTLETON	\$ 1,700.00	\$ 1,074.98
LONDONDERRY	\$ 1,700.00	\$ 488.18
LOUDON	\$ 1,700.00	\$ 511.47
MANCHESTER	\$ 1,700.00	\$ 1,700.00
MEREDITH	\$ 1,700.00	\$ 453.20
MERRIMACK	\$ 1,700.00	\$ -
MILFORD	\$ 1,700.00	\$ 1,391.22
MILTON	\$ 1,700.00	\$ 989.32
NASHUA	\$ 1,700.00	\$ 1,605.58
NEW HAMPTON - withdrew	\$ -	\$ -
NEW LONDON	\$ 1,700.00	\$ 187.08
NEWINGTON	\$ 1,700.00	\$ 513.76
NEWMARKET	\$ 850.00	\$ 453.92
NEWPORT-withdrew		\$ -
NORTH HAMPTON	\$ 1,700.00	\$ 1,700.00
OSSIPEE	\$ 1,700.00	\$ 732.73
PELHAM	\$ 1,700.00	\$ 224.49
PLYMOUTH	\$ 1,700.00	\$ 570.66
PORTSMOUTH	\$ 1,700.00	\$ 1,175.22
RAYMOND	\$ 1,700.00	\$ 612.23
RINDGE	\$ 1,700.00	\$ -
ROCKINGHAM CTY	\$ 850.00	\$ 809.41
RYE	\$ 1,700.00	\$ 1,077.34
SALEM	\$ 1,700.00	\$ 1,700.00
SANBORNTON	\$ 1,700.00	\$ 595.83
SEABROOK	\$ 1,700.00	\$ 496.35
WAKEFIELD	\$ 1,700.00	\$ 986.18
WEARE	\$ 850.00	\$ 354.23
WOLFEBORO	\$ 850.00	\$ 850.00
NHSP	\$ 30,000.00	\$ 22,200.25
Total	\$ 128,600.00	\$ 78,644.63

Funding Source: 402 Funds Obligated: \$98,600.00 Funds Expended: \$56,444.38

Funding Source: 405d Flex(SP) Funds Obligated: \$30,000.00 Funds Expended: \$22,200.25

NHSP PROSECUTORS & PARALEGAL, DOS BUREAU OF HEARINGS

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 adequately and successfully prosecute DWI/DUI offenders. The prosecutors and paralegals will provide the following support to State Police:

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

In addition, prosecutors supported by this grant will be able to prosecute the highly technical DUI 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 Alcohol and Drug cases in 17 courts in New Hampshire to be conducted by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources will enable State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. In addition, it will allow the state to achieve a greater likelihood of successful case prosecution, and fewer drug and alcohol impaired drivers will be able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases will increase efficiency and provide more patrol hours for State Police, which will also enhance highway safety, because this planned activity will provide prosecution, training, and resources to support New Hampshire's State Police who will be conducting enforcement efforts in FFY 2022 to remove impaired drivers from New Hampshire roads.

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

In FFY 2022, funds enabled the NH Department of Safety Bureau of Hearings/Prosecution to continue to provide necessary assistance to the troops to adequately and successfully prosecute DWI/DUI offenders. This planned activity also provided assistance in the prosecution of all State Police DWI Alcohol and Drug cases in 17 courts in New Hampshire by attorney prosecutors rather than troopers, enhancing public safety on NH highways. In addition, these resources enabled State Troopers to spend more time patrolling and less time on the administrative work that case prosecution requires. In addition, it allowed the state to achieve a higher success rate with case prosecution, thereby fewer drug and alcohol impaired drivers were able to avoid consequences by exploiting legal technicalities. Finally, eliminating trooper prosecution in DWI cases has increased efficiency and provided more patrol hours for State Police to prevent crashes and save lives on NH roads.

During the time period 10/1/21 to 9/30/22, funds were provided to the DOS Bureau of Hearings to support hours worked by prosecutors and a paralegal to augment the regular State Police sworn prosecutorial staff due to the significant increase in the number of motions filed, as well as DUI arrests. The goals and subsequent performance are listed below.

Goals:

- 1) To prosecute 85% of all State Police DWI Alcohol/Drug cases.**

This goal was met.

Additional DOS prosecutorial administrative hours supported the prosecution of DWI cases for State Troopers in courts without attorney prosecutors, if any. The additional prosecution hours resulted in the prosecution of more DUI cases for the State Police than in prior years, and exceeded the 85% goal above-mentioned for the reporting year.

- 2) Prosecutorial Training: With the support provided through this grant the additional administrative support hours will enhance the unit's ability to provide additional training to State Police to include having DWI focused prosecution training throughout the year, providing training on DWI case investigation and sobriety checkpoints. The funding of additional paralegal hours will allow for preparation of training materials including case research, PowerPoint presentations and course handouts that will benefit the prosecution unit and the Troopers.**

This goal was met.

- 3) Technical Assistance: This will enable the unit to enhance the legal assistance it provides to State Police on DWI and related cases including assisting prosecutors and troopers by sending out discovery, answering questions by phone and email, assisting with the review of complaints and search warrant applications on DWI cases, and other technical assistance.**

This goal was met.

Conclusion:

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

During the reporting year, our prosecutors achieved significant case accomplishments by withstanding significant legal case challenges. For example, objections to motions to suppress and dismiss were filed timely and then argued by the attorney prosecutors, resulting in defendants being held accountable and the cases proceeding to trial, with convictions sustained. The administrative support provided by the paralegal hours was invaluable, as it allowed the State to provide discovery, including BWC footage to defendants prior to the first hearing, thereby showing them the strength of the State's case and reducing the number of specious motions filed. Attorneys were able to work with the troopers on report writing, court procedure and answer questions related to constitutional issues that might arise roadside. All of this instruction serves to make the troopers better informed when dealing with the motoring public. In 2021, the Prosecution Unit prosecuted 979 DWI/DUI related charges. Between January and June of 2022, the unit prosecuted 466 DWI/DUI related charges. Without the support provided by the grant, many of these cases would have been dismissed. NH motorists are much safer when the troopers' primary focus is on enforcement efforts and the removal of impaired drivers from the roadways, rather than having to focus on prosecution and responding to legal filings.

Funding Source: 405d Funds Obligated: \$424,979.45 Funds Expended: \$328,838.51

INTERLOCK IGNITION PROGRAM

22-07-10

Planned Activity Description

This task will provide funds to support activities at \$44,592.00 (to include annual pay event and overtime at \$11,000), current expenses (i.e. telephone, postage, office supplies, toner, paper, photocopying, etc.) at \$1,000.00, indirect costs at \$7,121.00 and travel at \$7,000.00 (i.e. in and out

of state conferences, lodging, meals, mileage, etc.). These funds shall allow the NH DOS to continue the services using one part-time coordinator to manage and coordinate the Interlock Ignition Program within the Division of Motor Vehicle/Bureau of Financial Responsibility. This employee will:

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

These efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2022 shall continue the services of the part-time coordinator to assist in managing and coordinating the Interlock Ignition Program. Funds under this planned activity will support personnel services (to include benefits), travel (to include in/out of State travel, conferences, lodging, meals, mileage, etc.), current expenses (to include office supplies, toner, paper, etc.), and indirect costs. The Interlock Ignition program position has been funded by the NH OHS and is not considered a violation of the General Cost of Government provisions.

In FFY 2022, funds were not provided to support this project. Alternatively, the Ignition Interlock program was funded through the DMV state budget and continued to support law enforcements efforts to remove impaired drivers and reduce impairment related crashes and the resulting injuries and/or deaths on New Hampshire roads. Criminal penalties were established for DWI offenders who fail to install an ignition interlock device when required or circumvent an ignition interlock device. An ignition interlock device can only be removed if the Interlock Coordinator issues a certificate of removal. The ignition interlock program reduces the ability of repeat DWI offenders to circumvent an ignition interlock by automatically reporting to the New Hampshire State Police to investigate any suspected tampering. It is important that the ignition interlock countermeasure continue into the future within the DMV state budget, to help minimize the potential for repeat DWI offenders through monitoring, investigation, evaluation, and training of law enforcement.

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

INTERLOCK IGNITION PROSECUTOR PROGRAM

22-07-10

Planned Activity Description

This task will provide funds to support (1) Interlock Ignition Prosecutor to work 1,612 hours to prosecute and process Interlock Ignition related cases. Funds shall support personnel services salary and benefits at \$30,147.00 (to include annual pay event \$1,358.91 and benefits \$2,142.32), current expenses (i.e. telephone, postage, office supplies, toner, paper, photocopying, etc.) at \$2,900.00, indirect costs at \$5,355.00 and travel at \$6,500.00 (i.e. in and out of state conferences, lodging, meals, mileage, etc.). These funds shall allow the NH DOS to use the services using one part-time prosecutor to manage and coordinate the Interlock Ignition Program within the Division of Motor Vehicle/Bureau of Financial Responsibility. This employee will:

- Ensure compliance with ignition interlock program requirements
- Provide Testimony at Administrative and Criminal Hearings on interlock violations
- Establish contact with substance abuse evaluation and treatment providers
- Obtain information and investigate reports of attempts to circumvent interlocks, etc.
- Provide program support functions to the Ignition Interlock Coordinator

These efforts will increase the use of ignition interlocks in the state and reduce the number of repeat DWI offenders and recidivism of the ignition interlock program. The Interlock Ignition program began November 16, 2012. Funds provided in FFY 2022 shall support the services of the part-time prosecutor to assist the Interlock Ignition Program by ensuring compliance and prosecuting violation of the program. Funds under this planned activity will support personnel services (to include benefits), travel (to include in/out of State travel, conferences, lodging, meals, mileage, etc.), current expenses (to include office supplies, toner, paper, etc.), and indirect costs. The Interlock Ignition program prosecutor position is funded by NH OHS and is not considered a violation of the General Cost of Government provisions.

In FFY 2022, funds were not provided to support this project. The project was never implemented by the Division of Motor Vehicles.

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

Motorcycle Safety

Riding a motorcycle has remained an increasingly popular activity in New Hampshire. NH only requires riders under the age of 18 to wear helmets. In 2021, there were 26 motorcycle fatalities with 19 (73%) of these motorcycle fatalities un-helmeted. Final un-helmeted motorcycle fatalities (2017-2021 baseline average) was 16 (an increase of 37% from the 11.70 target). In FFY 2022, New Hampshire did not meet the target to maintain 23 motorcycle fatalities (2018-2022 average) having 28.2 (2018-2022 average) motorcycle fatalities. Currently, there have been 32 motorcycle fatalities in 2022 (an increase of 23.1% from 2021 motorcycle fatalities). In 2022, un-helmeted

fatalities are undetermined at this time. However, the 2022 un-helmeted motorcycle fatality target of 14 (2018-2022 average) will more than likely not be met (having 32 motorcycle fatalities). Typically more than half of the motorcycle fatalities each year are un-helmeted (in 2021, 73% of motorcycle fatalities were un-helmeted).

NH Motorcycle driver licenses has been steadily on the increase. In 2022, there were 174,396 motorcycle endorsements issued. In June 2022, there were 73,138 registered motorcycles in New Hampshire. Hillsborough and Rockingham Counties accounted for 50% of the registered motorcycles.

Although demand for motorcycle training has increased, it is difficult for motorcycle trainings to be conducted by NH Division of Motor Vehicles Motorcycle Rider Training (MRT) program because of a current instructor shortage. MRT trainings were not conducted at important locations in 2022 (i.e. Belknap, Carroll, Strafford, and Sullivan). The Office of Highway Safety will work with the DMV MRT to improve online motorcycle training and important motorcycle safety messaging that can be incorporated into this training to include the recommendation of helmet use.

With the current issues occurring that has effected efforts to provide educational outreach (instructor shortage to conduct MRT Training) to increase motorcycle safety and helmet use in New Hampshire, the Office of Highway Safety is heavily reliant on providing media messaging to the motoring public. The motorcycle task force continues to work hard to improve important motorcycle safety outreach to the public (i.e. messaging, events, etc.) and will continue to work with highway safety partners (NH Motorcycle Rights Organization, iHeart media, AAA Northern New England, NH Automobile Dealers Association, NH Liquor Commission, state legislators, etc.) to reduce overall motorcycle crashes to save lives. In 2023, the motorcycle taskforce is working to develop a PSA to increase awareness among motorcyclists to not drive impaired. Impairment has been a leading cause of motorcycle fatalities contributing to well over 40% of overall motorcycle fatalities.

MOTORCYCLE PAID MEDIA

22-05-03

Planned Activity Description

NH OHS plans to contract for design, production, promotion, and distribution of a professionally formulated series of Non-Commercial Sustaining Announcements (NCSAs) for radio, television, and/or social media throughout the State. The contract will cover all associated production costs

including, but not limited to scripting, talent, recording time, editing and post-production, and materials.

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

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

In FFY 2022, the I-Heart Media contract accommodated the spots listed above and introduced the Live Free, Ride S.M.A.R.T and Ride S.M.A.R.T 2 Laconia campaigns respectively. These spots highlighted motorcycle safety as well as Share the Road messaging aimed towards motorists and played throughout the riding season. OHS scheduled a week of Ride S.M.A.R.T 2 Laconia spots before the event, and reverted to Live Free, Ride S.M.A.R.T. after the event. Additionally, Laura and Greg from the Morning Buzz on Rock 101WGIR did a promotional video with the Ride S.M.A.R.T tag to promote safe bicycle and motorcycle riding during Laconia Motorcycle Week.

In addition, I-Heart Media + Entertainment ran motorcycle messaging through broadcast radio (67 spots ran on WGIR FM), streamed messaging through targeted audio, ran digital displays across the internet, and posted messages on social media (Facebook, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon and evening drive time commutes.

Funding Source: 405f flexed Funds Obligated: \$14,600.00 Funds Expended: \$6,749.99

Non-Motorized – Pedestrian & Bicycle

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

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

In 2022, New Hampshire met our 2018-2022 baseline average target for pedestrian and bicycle fatalities. There were 12 pedestrian fatalities and 2 bicycle fatalities in New Hampshire. However, even though these targets were met, these numbers could change quickly with increased issues of motorists driving while distracted and or impaired or with the increase use and popularity of e bikes, scooters, etc.

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

Pedestrian/Bicycle Paid Media 22-06-03

Planned Activity Description

The planned activity will include paid as well as earned media. The media messaging will be tailored to the motoring public and include media intended for the pedestrian and bicycling communities (to include impairment related messaging, etc.). In addition, NH OHS will work with the Bike-Walk Alliance of NH to distribute an electronic web based reference guide to local law enforcement agencies about enforcing laws that influence roadway safety with respect to pedestrians, bicyclists, and motorists. The brochure will include priority violations in hopes that the local law enforcement community will consider making educational and/or enforcement stops, thereby providing the requisite level of positive reinforcement to reduce injuries throughout the State.

In FFY 2022, funds were provided to I-Heart Media + Entertainment who ran bicycle messaging through broadcast radio (160 spots ran on NH iHM during weekends on WERZ-FM, etc.), streamed messaging through targeted audio, ran digital displays across the internet, and posted messages on social media (Facebook, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon and evening drive-time commutes. The NH OHS continues to work with partners throughout the state and Traffic Safety Commission partners to improve pedestrian and bicycle safety. The latest concern is the increased popularity and use of e-bikes on main roads. The NH OHS will hold meetings to understand more about the issue and review legislation to see if any changes need to be implemented to help improve safety.

Funding Source: 402 Funds Obligated: \$4,000.00 Funds Expended: \$3,749.99

**2022 Bicycle/Pedestrian
22-06-04**

Planned Activity Description

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

In FFY 2022, funds were provided to State and Local law enforcement agencies to conduct pedestrian and bicycle overtime patrols aimed at enforcing the state’s pedestrian/bicycle laws. Pedestrian and bicycle patrols were conducted year round with a focus on highly trafficked bicycle and pedestrian areas located primarily in downtown locations during the evening commuting hours as well as in areas of the state where hiking and bicycling occurs on state and federal park property. Specific times and locations were based on local data. Additionally, approximately 10% of the funding was utilized to train and familiarize law Enforcement officers with the state laws relating to bicyclists and pedestrians. All agencies participating in the overtime enforcement effort were required to ensure that any officer eligible for reimbursement has viewed and passed the Bike/Ped course online from the Police Academy.

Target:

- 1) Reduce pedestrian fatalities by 10 percent from 14 (2016-2020 average) to 12.60 (2018-2022 average).**

- 2) Maintain bicyclist fatalities from 2.0 (2016-2020 average) to 2.0 (2018-2022 average).**

In 2022, New Hampshire is on track to meet the pedestrian fatalities target of 12.60 (2018-2022 average). There are currently 12 (11 adult and 1 child) pedestrian fatalities in 2022 (as of 12/12/2022). This current pedestrian fatality number resulted in a (2018-2022 average) of 11.6 pedestrian fatalities (a 17.1 percent decrease from the 2022 pedestrian fatality target to reduce pedestrian fatalities 10 percent from the 14.0 2016-2020 average to 12.60 2018-2022 average).

In 2022, New Hampshire met the bicyclist fatalities target to maintain bicycle fatalities at 2.0. In 2022, there was a total of 2 bicycle fatalities resulting in a 2018-2022 average of 1.6 bicycle fatalities (a decrease of 20% from the 2022 bicycle fatality target).

The NHOHS provided grant funding to the State Police and twelve local law enforcement communities who conducted 117 four-hour enforcement patrols, which resulted in the following activity:

- State Police dedicated 156 hours to this enforcement effort, which resulted in 195 vehicles stopped and 2,595 pedestrian/Bicycle contacts, producing 212 warnings (97 were for Ped/Bike) and 75 summonses issued (4 were for Ped/Bike).
- Local Police dedicated 311 hours to this enforcement effort, which resulted in 567 vehicles stopped and 2,308 pedestrian/Bicycle contacts, producing 594 warnings (207 were for Ped/Bike) and 69 summonses issued (11 were for Ped/Bike).



2022 Pedestrian Bicycle Enforcement		
Grantee	Obligated	Spent
BERLIN	\$ 1,800.00	\$ 1,734.18
CENTER HARBOR	\$ 1,800.00	\$ 1,177.31
CONCORD	\$ 2,900.00	\$ 2,584.80
DERRY	\$ 2,900.00	\$ 2,882.93
DOVER	\$ 2,900.00	\$ -
HAMPTON	\$ 2,900.00	\$ -
HANOVER	\$ 2,900.00	\$ 109.92
KEENE	\$ 2,900.00	\$ 2,520.91
LACONIA	\$ 2,900.00	\$ 2,900.00
LEBANON	\$ 2,900.00	\$ 2,657.43
LITTLETON	\$ 1,800.00	\$ 1,675.64
MANCHESTER	\$ 2,900.00	\$ 2,896.66
MEREDITH	\$ 2,900.00	\$ 379.81
NEWMARKET	\$ 1,450.00	\$ 1,407.79
PORTSMOUTH	\$ 2,900.00	\$ 2,237.39
Rye	\$ 1,800.00	\$ 374.38
WOLFEBORO	\$ 5,400.00	\$ 5,346.49
NHSP	\$ 30,000.00	\$ 15,582.43
Total	\$ 75,950.00	\$ 46,468.07

Funding Source: 402 Funds Obligated: \$45,950.00 Funds Expended: \$30,885.64

Funding Source: 405h (SP) Funds Obligated: \$30,000.00 Funds Expended: \$15,582.43

OCCUPANT PROTECTION

Evidence based data continues to show that unrestrained fatalities have accounted for (in years prior) upwards of 60% of all fatal crashes (many of these crashes have resulted in ejection) on New Hampshire roads. Currently in 2022 (as of 12/12/2022), there have been 48 unrestrained fatalities on New Hampshire roads. In 2022, the target to maintain unrestrained fatalities at 47.7 (2016-2020 average) to 47.7 (2018-2022 average), has not been met (49.6 as of 12/12/2022).

It is important that the enforcement, messaging, and outreach countermeasure be adjusted in FFY 2023 to increase overall involvement and participation of partners to address the issue of unrestrained seat belt use. The OHS is working on conducting more regular meetings with our partners to help communicate on important highway safety issues, as well as, to receive feedback

from our partners of ideas that can make a difference. The OHS PIO will provide messaging to all partners and the public who can help promote seat belt use. The OHS will continue to work with the New Hampshire Traffic Safety Commission and the Buckle Up coalition to improve laws that would increase seat belt use to save lives.

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

In FFY 2022, the ongoing COVID-19 pandemic continued to affect highway safety projects. However, even during these difficult challenging times New Hampshire State Police and local law enforcement continued to participate in the "Join the NH Clique" enforcement campaign that resulted in hundreds of motor vehicle stops and hundreds of summonses and warnings issued.

Innovative ideas continued to be used during COVID-19 to help make adjustments to occupant protection projects that helped achieve goals for FFY 2022. Virtual messaging, training, and outreach contributed to some of the new ideas that used by NH OHS and the Injury Prevention Center CPS program during COVID-19 to continue to reach the public on the importance of seat belt use. The Child Passenger Safety Program conducted online CPS trainings for DCYF employees, their contractors, as well as, home visitors and resource.

In FFY 2023 and during the development of the FFY 2024 HSP, the Office of Highway Safety will evaluate/implement countermeasures to decrease unrestrained traffic fatalities by funding enforcement efforts (Join the NH Clique/Click It or Ticket/Border to Border) and the Injury Prevention Center educational efforts (presentations for schools, messaging, seat belt use, etc.). In addition, the OHS PIO will ensure the motoring public is aware of the importance of wearing a seat belt as well as target our data supported high-risk populations with special emphasis in both these areas. Use and enhancement of our media efforts will remain very important and a part of our countermeasures and planned activities in both the FFY 2023 and 2024 HSP's. We are also

planning to implement in our FFY 2024 HSP, community outreach and betterment (COB) grants, to increase educational outreach to Non Profit Organizations (NPO's) and under-represented communities to help reduce unrestrained occupant fatalities.

ACCOMPLISHMENTS

The University of New Hampshire (UNH) Survey Center conducted the annual seat belt use observational survey in July 2022. The reported New Hampshire statewide seat belt usage rate for

2022 is 75.7%, an increase of 0.26 from the 2021 seat belt usage rate of 75.5%. Currently, New Hampshire does not have an adult seat belt law. The National Highway Traffic Safety Administration (NHTSA) estimates that if New Hampshire were to pass a primary seat belt law that seat belt usage could increase by approximately 23 percentage points and could save an estimated 25 lives each year.

It is important to continue to monitor the efficacy of our Occupant Protection programs to identify any innovative model programs that may help to increase our seat belt use rate and subsequently reduce the number of unrestrained yearly fatalities in New Hampshire. In FFY 2022, New Hampshire had an occupant protection (OP) Assessment conducted that provided recommendations (recommended New Hampshire establish an adult seat belt law) to better improve seat belt use and save more lives. These OP recommendations were useful in the development of the FFY 2023 HSP to reduce unrestrained fatalities and serious bodily injuries. These recommendations will also prove to be useful when developing the FFY 2024 HSP.

CHILD PASSENGER SAFETY PROGRAM – INJURY PREVENTION CENTER, CHAD

22-01-08

Planned Activity Description

This Planned Activity will provide funds to the Injury Prevention Center at Children’s Hospital at Dartmouth (CHaD) for continuing to coordinate and administer the Statewide Child Passenger Safety program throughout FFY 2022 to improve the use of child restraints in New Hampshire. Funding shall support personnel services at \$97,830.79 (CPS Program Specialist \$58,489.60, Program Assistant \$4,767.36, IPC Program Manager \$6,165.24) benefits (\$28,408.59), current expenses at \$37,350.00 (public information & educational materials at \$5,000.00, website hosting at \$400.00, NHTSA Certification 3 Classes to include instructor expense, class materials/equipment to include Covid PPE at \$17,000.00, latch manuals at \$1,000.00), Equipment (Child Passenger Safety Seats at \$5,000.00), indirect costs at \$14,618.08, and travel at \$6,000.00. 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. Trainings shall be conducted for law enforcement personnel to

increase understanding of the current CPS laws as it pertains to child safety seats. This task shall also support the training of and funding for:

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

Funding through this Planned Activity shall also provide for in state and out of state travel, and provide funding for instructors, proxies, and technicians to attend regional/national conference(s) with focus on occupant protection. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use. This may be conducted to coincide with any National or Statewide campaigns, 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. This may include the purchase of paid media and the use of earned media to effectively develop and distribute locally developed PSA's to assist in educating the motoring public. FFY 2022 will see an added emphasis on addressing equity to be more inclusive with all to include high risk populations within our state to ensure that the message, training, education, and effective enforcement, is realized in these pocketed areas.

Funding was provided to the Injury Prevention & Resource Center at Dartmouth Hospital in FFY 2022 to support the training of CPS technicians and EMS and CPS personnel. Also funded, were inspection stations, special needs and hospital emergency departments. Funding was provided for NHTSA certification courses, CPS Technician update trainings, and renewal and instructor fees. This occupant protection program is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use as well as the proper installation and use of child passenger safety seats and devices. Through the monitoring, training and periodic auditing of this countermeasure, it was hoped that the state maintain unrestrained fatalities of 47.7 (2016-2020 average) to 47.7 (2018-2022 average), which was not met (49.6 as of 12/12/2022). Additional emphasis was placed on areas with high-risk populations included but not limited to Teen Drivers, 25 - 35-year-old MV occupants and underrepresented populations, to ensure that the appropriate message, training and effective enforcement was achieved in FFY 2022.

Grant Overview:

In FFY 2022, the OHS continued funding to support the Child Passenger Safety Program and a Child Passenger Safety Specialist position (.8 FTE).

During FFY 2022, the NH CPS program was 100% online for most of the year to achieve its goals. NH technicians adjusted and did surprisingly well. Seven CEU Update classes were completed throughout the year compared to three or four completed in previous years. Instructors and proxies performed over 100 sign-offs for technicians, which is required for technicians to renew their certification. Many of these sign-offs were performed remotely.

The following are goals set by the CPS program to achieve for FFY 2022:

Goal:

1. To present at least 4 specialized Introductory classes

This goal has been met.

There were 6 introductory classes conducted. 4 of the classes were conducted for DCYF workers and 2 classes were conducted for pregnant addicted mothers.

2. Achieve 65% of all NH techs to use the new Digital Child Seat Form.

This goal has not been met.

Currently, NH has 50% of its technicians using the new form. Once technicians start doing more seat-checks, form use should increase.

3. Increase the number of NH CPS techs from 215 to 235 by grant end.

This goal has been met.

Currently, NH has 242 CPS technicians.

4. Increase the number of NH fitting stations by 4 from 56 to 60 at the end of the grant year.

This goal has been met.

NH currently has 62 fitting stations by the end of the grant year.

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

This goal has been met.

NH was ranked 2nd in the nation with a CPS recertification rate of 69.7 percent (National average is 52%)

Funding Source: 405b Funds Obligated: \$160,745.02 Funds Expended: \$147,835.03

NH SEAT BELT OBSERVATION STUDY, UNH SURVEY CENTER

22-01-06

Planned Activity Description

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

For 16 years, our office has contracted with the University of New Hampshire (UNH) Survey Center to conduct the Annual Statewide Seat Belt Observational Survey. In July 2022, this survey was conducted to measure seat belt usage of passenger vehicles on New Hampshire roads. The study was conducted for the OHS and was conducted in accordance with a research design approved by the National Highway Traffic Safety Administration (NHTSA).

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

The chart below shows survey results from the last 13 years of seat belt usage data from 2010 (72.2%) to 2022 (75.7%). From 2021 and 2022, seat belt usage increased by 0.26 percent. New Hampshire continues to be the only state that does not have an adult seat belt law, a contributing factor to low seat belt use rates and a high number of unrestrained related fatalities that occur each year (one year reaching 70% of total fatalities).

Percent of Operator and Front Seat Outboard Passengers Seat Belt Usage Rates												
2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
72.2%	75.0%	68.5%	71.5%	70.4%	69.5%	70.2%	67.6%	76.4%	70.7%	72.4%	75.5%	75.7

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

Funding Source: 405b Funds Obligated: \$50,000.00 Funds Expended: \$47,223.00

ATTITUDE SURVEY

22-01-06

Planned Activity Description

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

In FFY 2022, funds were provided to the University of New Hampshire Survey Center who included fifteen questions on its summer 2022 Granite State Poll for the New Hampshire Office of Highway Safety. These questions have been asked every year since 2010. One thousand seven hundred and forty-three (1,043) Granite State Panel members completed the survey online between July 21 and July 25, 2022. The margin of sampling error for the survey is +/- 3.0 percent.

The following key findings provides information perceived from respondents during the attitude survey that enforcement or messaging is not being widely seen or heard by the public. The Office

of Highway safety will counteract this finding by conducting increased messaging on all media fronts as well as coordinated press conferences to address special enforcement initiatives (i.e. NHTSA national campaigns and important highway safety initiatives, etc.).

Key Findings

Licensed Drivers

As in 2021, nearly all New Hampshire residents report being licensed to drive in New Hampshire. Among the very few who are not licensed to drive, none say that they have driven a motor vehicle in the past sixty days.

Alcohol

About one in five New Hampshire residents report that they have driven a motor vehicle within two hours of drinking alcohol in the past thirty days, largely unchanged since 2021 but setting a new record high. The vast majority who have done so say they have done it 1-5 times in the past month, while a very small number have done so more than 5 times. Respondents under the age of fifty are particularly likely to report having done this.

Awareness of alcohol impaired driving enforcement has increased for the second consecutive year after falling to a record low in 2020; this year just over half of residents

report having read, seen, or heard something about this in the past thirty days. Those under the age of thirty-five are particularly more likely than in 2021 to have read, seen, or heard something about this. About four in ten respondents think a person will get arrested less than half the time if they drive after drinking, largely unchanged since 2021.

Seat belts

More than three-quarters of New Hampshire residents say they always use a seat belt, largely unchanged since 2021. As in previous years, very few report having seen something about seat belt enforcement recently. Despite the fact that New Hampshire does not have a law requiring adults to wear seat belts, more than half of residents believe a person who does not wear a seat belt will get a ticket at least rarely. Older respondents and those with the highest incomes are particularly likely to believe this. A plurality of Granite Staters support a mandatory seat belt law, but support for such a law has declined since 2020 and is a good deal lower than in the 2000s.

Speeding

Three in ten New Hampshire residents say they always or most of the time drive faster than 35 miles per hour on a local road with a speed limit of 30 miles per hour, and more than one-third say

they always or most of the time drive faster than 70 miles per hour on a road with a 65 mile per hour speed limit. Respondents are less likely than in 2021 to say they always or most of the time speed on roads with 65 mile per hour speed limits. Older people are less likely than others to report frequently speeding on both high and low speed roads.

Just under half of Granite Staters say they have heard something about speed enforcement by police in the past thirty days, up very slightly compared to 2021. Only one in eight believe a person will always or most of the time get a ticket while speeding, an all-time low.

Motorcycles

One in six Granite Staters have ridden on a motorcycle in the past year, unchanged since 2021. Older people and those who have lived in New Hampshire for twenty years or less are less likely to have done this. Of those who have ridden on a motorcycle, less than half say they always or most of the time wear a helmet while doing so.

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

OCCUPANT PROTECTION PAID MEDIA

I-Heart Media + Entertainment

22-01-03

Planned Activity Description

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

In FFY 2022, funds were provided to I-Heart Media + Entertainment who ran occupant protection messaging through broadcast radio (Total Traffic Weather Network, WGIR, WHEB, WERZ, etc.), streamed messaging through targeted audio, ran digital displays across the internet, and posted messages on social media (Snapchat, etc.). Messaging was run through the traffic and weather sponsorship and their Total Traffic and Weather Network. This network allowed the OHS an opportunity to get occupant protection messages out to the motoring public during the morning, afternoon and evening drive-time commutes. This sponsorship included a :05 billboard mention in front of the traffic and weather report with a :10 or :15-second radio spot highlighting benefits of wearing your seat belt, the dangers of not wearing a seatbelt as well as social norming and enforcement messages.

Funding Source: 405b

Funds Obligated: \$17,000.00

Funds Expended: \$4,607.14

New Hampshire Fisher Cats

22-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts among teen drivers ages 16-20 as well as 25-34 drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2022, funds were allocated to support the New Hampshire Fisher Cats to execute a seat belt campaign. This project engaged all fans through interactive displays and on-field promotions to include highway safety trivia and social norming messages/enforcement messages on the big screen television. This contract included radio spots that would encourage motorists to buckle up and remind our young drivers of the laws in place requiring them to buckle up. The social norming and enforcement messaging aired on the Fisher Cats Radio Network throughout the season.

Additionally, the Fisher Cats ran social media campaigns to help spread awareness to their fans. The Fisher Cats used the following to signs to message fans about wearing a seat belt:

Signage

- (1) 8 X 30 illuminated Tri-Vision sign (Buckle UP New Hampshire message)
- (1) 8 X 24 Banner (Buckle Up New Hampshire displayed in right field)

Funding Source: 405b

Funds Obligated: \$46,000.00

Funds Expended: \$46,000.00

AAA Northern New England

22-01-03

Planned Activity Description

The NH OHS Media Campaign provides funding to conduct public information and education campaigns, electronic media campaigns, or in-house PSA's to promote driving at safe speeds, not drive while distracted, and to wear seat belts among teen drivers ages 16-20 as well as 25-34 drivers. Funds shall be used to contract with a public relations firm, organization or association (AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, Southern NH University, Keene State College, Plymouth State College, Dartmouth College, Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, New Hampshire Auto Dealers Association, Alliance Sports Marketing, Matrix Entertainment Inc. NHIAA, etc.) to conduct traffic safety public information and education campaigns. Funds may also be used for an electronic media campaign, or an in-house program to promote and encourage highway safety media efforts. These collaborative efforts within the Planned Activity Paid Media are hoped to reduce teen driver crash-related deaths and injuries across the state.

In FFY 2022, funds were allocated to support AAA Northern New England who executed running high quality Occupant Protection PSA's on television, social media and sporting events. These PSA's featured national actors and/or New Hampshire individuals who have been impacted by this issue. These PSA's received very positive feedback from the public.

Funding Source: 405b

Funds Obligated: \$25,000.00

Funds Expended: \$24,965.75

2022 JOIN THE NEW HAMPSHIRE CLIQUE

22-01-04

Planned Activity Description

The NH OHS provides overtime traffic safety enforcement grants to state, local, and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. These patrols will occur in four-hour increments and all participating agencies will be required to have their officers complete the online Occupant Protection course at PSTC to be eligible for reimbursement. A scope of work will be developed in support of this planned activity specifically outlining the methodology to have the most affect based on our current laws. Within this Planned Activity, patrols will participate in the "*Join The NH Clique*" mobilization which is the New Hampshire version of "*Click it or Ticket*"; sub grantee participation will coincide with the "*Click It or Ticket*" National Mobilization.

In FFY 2022, the NHOHS provided overtime traffic safety enforcement grants to state, local and county law enforcement agencies across the state of New Hampshire in an effort to eliminate crash-related unrestrained deaths and injuries. All participating agencies were required to have their officers complete the online Occupant protection course at PSTC to be eligible for reimbursement. New Hampshire enforcement agencies participated in the "Join The NH clique" which coincided with the "Click it or Ticket" National Mobilization as New Hampshire does not have an adult seat belt law but does have a seat belt law up to the age of 18.

In FFY 2022, the NH OHS provided grant funding to the State Police and fifty-one local law enforcement agencies who conducted 126 four-hour Occupant Protection enforcement patrols, which resulted in the following:

- State Police dedicated 121 hours to this enforcement effort, which resulted in 272 vehicles stopped with 215 warnings (29 were for Occupant Protection) and 196 summonses issued (12 were for Occupant Restraint).
- Local Police dedicated 384 hours to this enforcement effort, which resulted in 1,039 vehicles stopped with 964 warnings (66 were for Occupant Restraint) and 23 summonses issued (15 were for Occupant Protection).

2022 Join The New Hampshire Clique

Grantee	Obligated	Spent
ALTON	\$ 850.00	\$ 509.24
AUBURN	\$ 850.00	\$ 336.64
BARRINGTON	\$ 850.00	\$ 467.54
BEDFORD	\$ 850.00	\$ 226.60
BELMONT	\$ 850.00	\$ 475.62
BERLIN	\$ 850.00	\$ 834.22
BOW	\$ 850.00	\$ 222.97
BRENTWOOD	\$ 850.00	\$ -
CAMPTON	\$ 850.00	\$ 151.35
CANDIA	\$ 850.00	\$ 557.88
CHARLESTOWN	\$ 850.00	\$ 575.21
CHICHESTER	\$ 850.00	\$ -
CONCORD	\$ 850.00	\$ 278.42
DERRY	\$ 850.00	\$ 499.73
DOVER	\$ 850.00	\$ -
DURHAM-withdraw	\$ -	\$ -
EPPING	\$ 850.00	\$ 850.00
EPSOM	\$ 850.00	\$ 550.03
EXETER	\$ 850.00	\$ 732.03
GILFORD	\$ 850.00	\$ 539.69
GOFFSTOWN	\$ 850.00	\$ -
GREENLAND	\$ 850.00	\$ 850.00
HAMPTON	\$ 850.00	\$ -
HAVERHILL	\$ 850.00	\$ 639.27
HENNIKER	\$ 850.00	\$ 376.63
HILLSBORO	\$ 850.00	\$ 708.21
HOLLIS	\$ 850.00	\$ 828.15
HOPKINTON	\$ 850.00	\$ 850.00
HUDSON	\$ 850.00	\$ 645.09
JAFFREY	\$ 850.00	\$ 850.00
KEENE	\$ 850.00	\$ 212.13
LACONIA	\$ 850.00	\$ 809.64
LEBANON	\$ 850.00	\$ 451.56
LEE	\$ 850.00	\$ 165.60
LINCOLN	\$ 850.00	\$ 777.66
LITTLETON	\$ 850.00	\$ 239.01
LONDONDERRY	\$ 850.00	\$ 808.73
LOUDON	\$ 850.00	\$ 414.11
MANCHESTER	\$ 850.00	\$ 850.00
MEREDITH	\$ 850.00	\$ 304.49
MERRIMACK	\$ 850.00	\$ 850.00
MILFORD	\$ 850.00	\$ 274.99
MILTON	\$ 850.00	\$ 637.46
NASHUA	\$ 850.00	\$ 850.00
NEW HAMPTON - withdrew	\$ -	\$ -
NEW LONDON	\$ 850.00	\$ -
NEWINGTON	\$ 850.00	\$ -
NEWMARKET	\$ 850.00	\$ 578.33
NEWPORT-withdrew	\$ -	\$ -
NORTH HAMPTON	\$ 850.00	\$ 850.00
OSSIPEE	\$ 850.00	\$ -
PELHAM	\$ 850.00	\$ 168.36
PLYMOUTH	\$ 850.00	\$ 790.82
PORTSMOUTH	\$ 850.00	\$ 699.60
RAYMOND	\$ 850.00	\$ 186.71
RINDGE	\$ 850.00	\$ -

ROCKINGHAM CTY	\$ 850.00	\$ 828.70
RYE	\$ 850.00	\$ 501.91
SALEM	\$ 850.00	\$ 850.00
SANBORNTON	\$ 850.00	\$ -
SEABROOK	\$ 850.00	\$ 709.07
WAKEFIELD	\$ 850.00	\$ 409.34
WEARE	\$ 850.00	\$ 457.37
WOLFEBORO	\$ 850.00	\$ 850.00
NHSP	\$ 14,450.00	\$ 10,360.71
Total	\$ 66,300.00	\$ 39,440.82

Funding Source: 402 Funds Obligated: \$51,850.00 Funds Expended: \$29,080.11

Funding Source: 405b Funds Obligated: \$14,450.00 Funds Expended: \$10,360.71

OP Assessment

22-01-07

Planned Activity Description

This Occupant Protection Assessment is a NHTSA highly recommended planned activity that will be conducted by NHTSA consultants in February of 2022. This Occupant Protection Assessment would allow for a review of the effectiveness of our current educational/training programs taking place throughout the state and would provide for recommendations of those strategies that could be implemented to improve the use of seatbelts throughout New Hampshire to minimize the potential of injuries and or deaths associated with non-seat belt use. Funds for this planned activity will be used to cover personnel services, travel, facility rental, and current expenses (materials and supplies).

In FFY 2022, funds were provided to the NH OHS to conduct an occupant protection assessment. This assessment was conducted by the NH OHS and NHTSA to perform an in-depth evaluation of our occupant protection program in New Hampshire. The NH OHS and many highway safety partners participated in this assessment, to provided information to the NHTSA assessment team (NHTSA consultants with expertise and specialized knowledge in occupant protection). The assessment team provided important guidance and recommendations in a final report to the NH

OHS to help improve the occupant protection program. One of the most important recommendations in this final occupant protection report from NHTSA was to reduce fatalities and serious injuries by establishing an adult seat belt law. The NH OHS is committed to our mission to save lives and is working diligently with many highway safety partners to reduce unrestrained fatalities (i.e. Traffic Safety Commission, BUNH Seat Belt Committee, law enforcement, media resources, etc.).

Funding Source: 405d Flex Funds Obligated: \$15,600.00 Funds Expended: \$15,600.00

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

In FFY 2022, the following planned activities collectively constituted an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
22-04-04	Distracted Driving Enforcement Patrols
22-04-11	Distracted Driving Mobilizations
22-02-04	Enforcement Patrols & Equipment
22-07-04	ID DWI/DUI/DRE Patrols, Checkpoints, Equipment
22-07-11	Impaired driving National Campaigns
22-01-04	Join The NH Clique (Click It or Ticket)
22-02-11	Operation Safe Commute
22-02-12	Corridor Enforcement Patrols
22-06-04	Pedestrian and bicycle enforcement patrols

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

CRASH ANALYSIS

Hillsborough, Rockingham, and Merrimack counties were identified as having the highest average number of fatal crashes. Using fatality and serious injury crash data from 2020 and 2021, New Hampshire was able to plan its media and TSEP enforcement program with highway safety partners (media, law enforcement, etc.) to reduce fatalities and SBI within our state. Reported crash data from calendar year 2021 reflected 482 serious bodily injuries as a result of motor vehicle crashes. The reported crash data also reflected distracted driving as being one of the contributing factors for approximately 25% of all crashes that occurred on New Hampshire roadways. Although the three counties listed above reflect the highest risk as it relates to fatalities and SBI, the NH OHS continued to partner with all willing participants that could contribute in the overall effort to reduce fatalities and SBI throughout the entire state.

DEPLOYMENT OF RESOURCES:

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

Correctly identifying communities and their law enforcement agencies participation in planned activities requires a data-driven process and careful data analysis. This process begins when law enforcement agencies electronically transmit a crash report (MMUCC 4/5 compliant) to the central crash electronic database (VISION) at the Division of Motor Vehicles (DMV) or submit a hard copy of the New Hampshire Uniform Police Crash Report (DSMV 159) to the NH DMV, which is then manually entered into the VISION database. Currently, the NH State Police electronically submits MMUCC 5 crash reports to the DMV VISION system database where this crash data is stored. In addition, the NH OHS is working with all law enforcement agencies to submit MMUCC compliant crash reports electronically to VISION in preparation for the implementation of a crash data dashboard to be used within the NH OHS that would provide (real time) evidence-based data to be accessed internally. Currently, the central electronic crash VISION database is accessed by the Department of Safety (DOS) Data Analyst, who then mines and categorizes the crash data accordingly by several data points (location, vehicle type, time of year, time of day, causative factors, fatality, serious injury, no injury, age, gender, etc.). This evidence-based data supports countermeasures implemented by the NH OHS to address identified highway safety problems specific to New Hampshire, its counties, towns and cities.

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

EFFECTIVENESS MONITORING:

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

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

An additional tool that assists in monitoring, analyzing progress and problem identification is the “Driver Attitude Survey” and “Seat Belt Observational Survey”. The context and results of these surveys provided observational data on seatbelt usage as well as measures driver attitudes on issues such as speeding, DUI, distracted driving and seat belt use. These surveys provided an additional gauge on effectiveness of enforcement and media efforts. This data and the insight it provides was utilized in the development of the FFY 2023 HSP and will be used in the FFY 2024 HSP as well.

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

POLICE TRAFFIC SERVICES PROGRESS

In FFY 2022, New Hampshire currently has 127 fatalities (as of December 5th) up from 118 in 2021. New Hampshire did not achieve the target of 117.8 (2018-2022 5-year average) fatalities this year. The 5-year (2018-2022) average as of December 5th is 119.4. Still, in FFY 2022, enforcement efforts resulted in thousands of motor vehicle stops, warnings and citations issued. New Hampshire State Police and local enforcement agencies remained very consistent with conducting enforcement efforts throughout the year and focused on major corridors traversing throughout the state as well as areas of highway safety concern (areas increasing in crashes, speeding, impairment, distraction, etc.) that were trending within the state. The Office of Highway Safety Commander recognized these concerning trends and coordinated with troop commanders and local enforcement agencies to implement enforcement initiatives to address these concerns.

In 2022, the Office of Highway safety funded and coordinated a route125 corridor enforcement initiative that involved NH state police and local police departments. This enforcement initiative on 125 was conducted during specific dates and times throughout the summer to address an uptick in motor vehicle crashes and fatalities on one of the most hazardous roads in New Hampshire

(route 125 is the 5th most hazardous road in NH). This initiative also included important highway safety messaging to help change negative driving behavior to help save lives.

Highway safety messaging in conjunction enforcement efforts or campaigns continued to be released throughout FFY 2022 to have the greatest impact of reducing crashes overall.

Also of importance to note in FFY 2022, is the speed equipment program that the OHS implemented and funded that allowed many local law enforcement agencies the ability to purchase speed enforcement equipment (i.e. radar trailers, hand held or in car radar, speed message boards, data collection devices, etc.). This equipment could only be purchased with the approval of the OHS and the fulfillment of the requirement within the OHS grant agreement scope of work that local enforcement agencies must conduct enforcement. Any equipment requests that is over \$5,000.00 was sent to NHTSA for approval and was be Buy America compliant. This equipment program provides local law enforcement with not only an important speed enforcement tool to reduce crashes and save lives but also helps to satisfy the NHTSA share to local 402 requirement that 40 percent of Federal funds apportioned to New Hampshire be expended by or for the benefit of political subdivisions in carrying out local highway safety programs.

In FFY 2023 and during the development of the FFY 2024 HSP, the OHS has implemented countermeasures to decrease traffic fatalities by continuing to fund enforcement and media efforts within those areas of New Hampshire where crashes and fatalities are occurring. The OHS Public Information Officer shall ensure that important highway safety messaging reaches the motoring public in the areas of impairment, speeding, seat belt use, distraction, motorcycle, and pedestrian/bicycle injuries and fatalities. In addition, in FFY 2023, the New Hampshire Impaired Driving Taskforce was established through the New Hampshire Traffic Safety Commission and will begin having regular meetings to review current impaired driving laws that potentially could be strengthened to carry heavier penalties, etc. In addition, new technology will be explored that would provide roadside testing for drugs (i.e. roadside oral fluid testing, etc.).

POLICE TRAFFIC SERVICES

22-02-04

Using a funding methodology for FFY- 2022 that focused heavily on fatal and serious injury crashes to identify communities with the highest priority helped determine award amounts and strategically target areas for maximum positive impact on the overall fatality, injury data. In this focused approach, we hope to combat the continued (2021-2022) upward trend of crashes and the resulting serious injuries and fatalities. FY 2019, 2020, and 2021 crash data clearly depicted where the most fatal and serious bodily injury crashes occurred. Utilizing this data, the team at NHOHS have discussions related to the implementation of selected countermeasures and planned activities to address problem areas. Additionally, crash data will be obtained quarterly as available to monitor the effectiveness of the countermeasures in these high crash communities and will result in consultation with our partners to redirect, as needed both media and enforcement efforts. Providing our law enforcement partners with the appropriate tools and logistical support to enforce highway safety laws is essential to creating safer roadways for New Hampshire's citizens and visitors. Strategies to achieve these goals include:

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

The NHOHS anticipates an increase in high-risk drivers as drug and alcohol abuse continues to surge, Covid-19 continues to fill hospitals and take lives, and an inflated economy continues put stresses on many people creating increased anxiety, desperation, anger, and depression. Fatalities in 2022 (as of December 5th) are at 127 compared to the same period last year of 2021 at 109 (a 16.5 percent increase). Increased enforcement efforts by the New Hampshire State Police, and our local enforcement partners continue to be focused to mitigate what is occurring on our roadways to help reduce negative driving behavior trends.

Performance Target:

- Maintain speed related fatalities at 54.00 (2016-2020 average) to 54.70 (2018-2022 average).

The 2022 FARS fatality data (as of 12/12/2022) reported 40 speeding related fatalities.

Although final speed related fatalities for FFY 2022 is undetermined at this time, we anticipate that the target of 54.70 (2018-2022 average) speed related fatalities **will be met**. Currently, as

mentioned above there has been 40 speed related fatalities reported. To be able to meet the target of 54.70 in FFY 2022, there would need to be no more than 80 speed related fatalities recorded by the end of the FFY 2022 fiscal year.

The NH OHS continues to implement regular monitoring visits of our partners to prevent any non-compliance of federal, state, or OHS requirements. In addition, training for both State police and local Law Enforcement continues to improve efficiencies but also activity with our law enforcement partners. In FFY 2023, the OHS will be using an electronic platform (Camtasia software) to help train partners more efficiently. Partners will be able to view training at their leisure through a link at any time to learn about the OHS grant process, etc. In addition, our grant agreements and scopes of work continue to be improved to allow more flexibility to encourage maximum participation from all partners in an effort change negative driving behaviors to minimize crashes and the resulting injuries and or deaths.

Currently, in FFY 2022, New Hampshire is on track to meet our target of 54.70 (2018-2022) speed related fatalities. However, in FFY 2022, even though enforcement efforts were strategically placed based on crash data and participation of grant-funded enforcement efforts continued to be maintained, there was a substantial decrease in overall speed enforcement activity (warnings and summonses issued) in comparison to FFY 2021. This decrease in speed enforcement activity not an indication of reduced speeding on New Hampshire's roadways. To the contrary, speeds recorded by law enforcement in excess of 100 MPH are becoming more common and speed related fatalities continues to be a leading cause to overall fatalities. As with most grant funded enforcement efforts in FFY2022, any decreases in activity from the previous year's report are due primarily to statewide staffing issues within the law enforcement community. Reduced Law Enforcement engagement in all enforcement projects combined, resulted in 9,707 fewer grant funded vehicle stops, with 30,421 stops made in 2022, down from 40,128 stops made in 2021 (-24%).

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

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

2022 Enforcement Patrols and Equipment

Planned Activity Description

This planned activity will provide funds to support New Hampshire's State, County, and Local law enforcement agencies efforts to conduct statewide enforcement patrols, as well as, offer funding to departments for speed related equipment, who will be determined throughout the grant year but will not exceed 27. Any equipment requests that is over \$5,000.00 will be sent to NHTSA for approval and will be Buy America compliant. Enforcement patrols will be scheduled in 4-hour blocks and will be centered on reducing speeds, countering distracted driving, and providing high visibility during commuting hours in problem areas throughout our state. Patrols (Speed, Distracted Driving, and Operation Safe Commute) will be conducted primarily around daily commuting hours and will also be targeted towards high crash corridors such as 293, I93 X17, I89 X1-5, Route 16 Rochester to Wakefield, and flexed as needed (locations and time of day) to address problem areas through proactive monitoring initiatives. Operation Safe Commute for State Police will be scheduled monthly and seasonal enforcement efforts will be taken into consideration when safe commute details are awarded. Local and County partners will be allocated additional enforcement hours during related national campaigns to be utilized during the scheduled timeframes.

In FFY 2022, the NH OHS provided overtime traffic enforcement grants through the Planned Activity Enforcement Patrols to the NH State Police, County and local law enforcement agencies across the state of New Hampshire, to conduct focused patrols necessary to effectively enforce traffic laws. These collaborative efforts across the state will help to reduce crash-related deaths and serious injuries.

In FFY 2022, the NH OHS provided grant funding to the State Police and forty-four local law enforcement agencies who conducted 1,008 four-hour Speed Enforcement patrols, which resulted in the following activity:

- State Police dedicated 2,068 hours to this enforcement effort, which resulted in 5,431 vehicles stopped with 2,442 total warnings and 4,225 total summonses issued. The NHSP saw a decrease in the number of speed warnings and speed summonses issued from the previous year. Speed warnings decreased by 1,823 (down 55%) from 3,285 in 2021 to 1,462 in 2022 and speed summonses decreased by 898 (down 20%) from 4,489 in 2021 to 3,591 in 2022.
- Local Police dedicated 1,961 hours to this enforcement effort, which resulted in 5,923 vehicles stopped with 5,465 total warnings and 951 total summonses issued. Within their combined speed enforcement grants local law enforcement decreased speed warnings overall by 2,617 (down 45%) from 5,874 in 2021 to 3,257 in 2022 and decreased speed summons issued by 674 (down 54%) from 1,246 in 2021 to 572 in 2022.

2022 Enforcement Patrols & Equipment

Grantee	Obligated	Spent
BARRINGTON	\$ 3,887.00	\$ 3,381.15
BEDFORD	\$ 9,720.00	\$ 4,279.71
BELMONT	\$ 3,887.00	\$ 3,205.23
BELMONT - Equip	\$ 9,394.50	\$ 9,394.50
BERLIN	\$ 2,087.00	\$ 2,058.91
BERLIN - Equip	\$ 7,930.50	\$ 7,930.50
BOW	\$ 5,054.00	\$ 1,613.12
CAMPTON	\$ 3,000.00	\$ 439.66
CHARLESTOWN	\$ 3,000.00	\$ 1,549.31
CHARLESTOWN - EQUIP	\$ 1,725.00	\$ 1,725.00
CONCORD	\$ 5,054.00	\$ 4,265.09
DERRY	\$ 12,052.00	\$ 11,166.88
DOVER	\$ 7,387.00	\$ 1,380.70
EPPING	\$ 3,887.00	\$ 3,315.96
EXETER	\$ 3,887.00	\$ 3,700.11
GILFORD	\$ 7,387.00	\$ 4,091.63
GOFFSTOWN	\$ 7,387.00	\$ 272.13
HAMPTON	\$ 6,220.00	\$ 6,163.27
HAMPTON- Equip	\$ 18,390.75	\$ 18,390.75
HAVERHILL	\$ 3,000.00	\$ 322.76
HAVERHILL- Equip	\$ 6,599.25	\$ 6,599.25
HOPKINTON	\$ 7,387.00	\$ 7,387.00
HUDSON	\$ 3,887.00	\$ 3,332.92
KEENE	\$ 5,054.00	\$ 4,561.70
LACONIA	\$ 5,054.00	\$ 4,953.36
LEBANON	\$ 7,387.00	\$ 5,936.37
LEE	\$ 3,300.00	\$ 875.21
LONDONDERRY	\$ 8,553.00	\$ 1,807.52
LONDONDERRY - Equip	\$ 4,155.00	\$ 4,155.00
MANCHESTER	\$ 7,387.00	\$ 7,387.00
MEREDITH	\$ 3,887.00	\$ 2,302.64
MILTON	\$ 3,000.00	\$ 1,654.74
NASHUA	\$ 9,720.00	\$ 9,720.00
NEWMARKET	\$ 3,887.00	\$ 3,839.13
NORTH HAMPTON	\$ 1,200.00	\$ 1,200.00
OSSIPEE	\$ 3,887.00	\$ 3,887.00
OSSIPEE- Equipment	\$ 5,707.50	\$ 5,707.50
PELHAM	\$ 3,887.00	\$ 3,887.00
PORTSMOUTH	\$ 3,887.00	\$ 3,406.37
RAYMOND	\$ 5,054.00	\$ 4,986.16
RYE	\$ 3,887.00	\$ 2,257.94
ROCKINGHAM Cty	\$ 7,000.00	\$ 6,961.76
SALEM	\$ 5,054.00	\$ 4,677.26
SANBORNTON	\$ 3,000.00	\$ -
WOLFEBORO	\$ 3,000.00	\$ 2,705.82
NHSP	\$ 335,000.00	\$ 308,982.73
Total	\$ 584,157.50	\$ 501,817.75

Funding Source: 402 Funds Obligated: \$249,157.50 Funds Expended: \$192,835.02

Funding Source:405d Flex(SP) Funds Obligated: \$335,000.00 Funds Expended: \$308,982.73

2022 OPERATION SAFE COMMUTE (OSC)

22-02-11

Planned Activity Description

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

In FFY 2022, funding in this planned activity was utilized by the NH State Police to maximize high visibility motor vehicle enforcement in all regions of the state. However, special emphasis was given to conduct high visibility enforcement efforts in high crash corridors, which provided the necessary sustainment of enforcement efforts in these important areas of the state. Four (4) hour enforcement details were conducted during the peak traffic times of the day and centered on holidays and national safe driving campaigns.

In FFY 2022, the NH OHS provided grant funding to the State Police who conducted 119 four-hour OSC patrols (476 dedicated hours) that resulted in 1,359 vehicles stopped with 777 warnings and 689 summonses issued.

Funding Source: 405d Flex(SP) Funds Obligated: \$55,000.00 Funds Expended: \$44,710.73

2022 CORRIDOR ENFORCEMENT PATROLS

22-02-12

Funding in this planned activity will be utilized to maximize high visibility motor vehicle enforcement along the most dangerous corridors (corridors with the highest recorded crashes or trending highway safety concerns) in New Hampshire. Enforcement efforts will be conducted during the same date and time by multiple agencies along these dangerous corridors for optimal effectiveness to reduce overall crashes. These four-hour enforcement details will be conducted during the highest peak traffic times of the day and centered on holidays and national safe driving campaigns.

In FFY 2022, funding in this planned activity was not utilized by law enforcement. However, enforcement did occur using multiple agencies in high crash corridors (i.e. Route 125, etc.) that was funded under the speed enforcement and equipment project.

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

NEW HAMPSHIRE TRAFFIC SAFETY COMMISSION

22-02-05

Planned Activity Description

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

In FFY 2022, \$1,000 was allocated but not obligated and no funds were expended for this project which has typically been the case historically each year. In past years, funds have been used to reimburse for mileage which is not necessary as meetings now are conducted virtually. This updated commission includes new membership with partners that would be actively involved in determining how NH can minimize crashes and the resulting injuries and or deaths that occur each year on NH roads. In FFY 2022, The Commission membership had meetings to discuss and vote on proposed highway safety related legislation. An example of legislation opposed by the commission was HB 1208, allowing driver education to be handled by a parent or legal guardian, HB 1426, eliminates vehicle inspections for non-commercial vehicles. The Commission’s position is that these two bills would be detrimental to the safety of drivers, pedestrians, and bicyclist on New Hampshire roadways.

Funding Source: 402

Funds Obligated: \$1,000.00

Funds Expended: \$0.00

PAID MEDIA/TEEN TRAFFIC SAFETY

22-08-04

Planned Activity Description

This planned activity will meet the requirements within the Grant Funding Policy Part II E by insuring that all television public service announcements include closed captioning. In addition, they will be evaluated based on the criteria set out in the 402 Advertising Space Guidance. NHTSA’s guidelines are followed for messaging, demographics, best practices, and target groups for each media effort. This planned activity will provide funding for the New Hampshire Departments of Safety, Office of Highway Safety, AAA, iHEART Media, NH Fisher Cats, UNH Wild Cats, Derry Cats, Injury Prevention Center, Digital Signs, , Educational Media Assets, WMUR TV, Comcast, Ross Express, Destination Media DBA GSTV, Alliance Sports Marketing, Matrix Entertainment Inc., NHIAA, etc. and/or other media sources to conduct public information and education campaigns. These campaigns may consist of electronic media, public service announcements, print audio activities etc. to address distracted driving, speed, seatbelt use, and impaired driving. The NH OHS shall coordinate highway safety messaging with the NHTSA National Mobilizations (i.e. “*Drive Sober or Get Pulled Over*”, “*Click It or Ticket*,” Distracted Driving “*U Drive– U Text– U Pay*”, etc.). Funding for this planned activity will be specifically targeted towards the driving behavior of this age group and will also have limited emphasis on all age groups of drivers. The outcome of these comprehensive paid media efforts will be best measured by a reduction in motor vehicle crashes and the deaths and injuries that result from speed, distracted driving, unrestrained occupants and alcohol and/or drug impaired driving.

In FFY 2022, funds were planned for to be used to address teen driver safety from this planned activity description. However, even though funds were not used, there were teen driver safety messages released by partners to include AAA of New England and the Injury Prevention Center Youth Operator Program. Teen messaging projects from this planned activity were not conducted to allow for other prioritized, important, media projects to go through the state process for approval to allow for the release of highway safety messaging.

Funding Source: 402 Funds Obligated: \$10,000 Funds Expended: \$0.00

YOUTH OPERATOR PROGRAM

22-08-04

Planned Activity Description

The Injury Prevention Center at CHaD, will plan coordinate and orchestrate programs to inform teens of the true risks associated with driving. Funds shall be used to support personnel service at \$75,367.67 and Benefits at \$18,184.31, Current Expenses at \$20,550.00, Indirect cost at \$14,813.77, Contractual Services at \$45,000.00 (i.e. Matrix Entertainment seat belt challenge), and travel at \$7,220.00. 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. Factual information shall be provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 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 program's Youth Operator Specialist was recently chosen to be the chair of the Life of the Athlete; a key program of the New Hampshire Interscholastic Athletic Association. Increased involvement with this program will provide an opportunity to reach coaches throughout the state and, therefore, the opportunity to collaborate in the creation of educational programs that will benefit athletes when on the field and when in their vehicles. Approximately 15 schools shall be served through the youth operator program that shall create peer-to-peer groups in all of these schools that will ultimately establish and develop a teen highway safety program that shall continuously promote highway safety. Driving simulators shall be used as part of this program to educate drivers on the risks associated with driving while impaired or distracted and will be enhanced through the use of AT&T's "It Can Wait Program". The process of identifying

participating schools is to include an analysis of the risk factors identified in recent Youth Risk Behavior Survey (YRBS) results, Department of Safety Crash Data involving teen drivers within a given data range, and a strong commitment by school administration to support peer-to-peer highway safety related education within their schools. This project is part of New Hampshire's seat belt plan to inform the public of the importance of seat belt use and may be conducted to coincide with any National/Statewide campaign and during Statewide efforts using dynamic message boards (DMB) or PSA's such as: *Live to Do Great Things/Buckle Up Every Time* or *Somebody Loves You/ Buckle Up Every Time*, etc. There will be an evaluation component administered for this project to measure what is learned during these educational activities. This program provides a share to local component through the implementation and presentation of highway safety issues designed for communities throughout the state.

In FFY 2022, funds were provided to the Injury Prevention Center at Dartmouth Hospital Youth Operator program and Matrix Entertainment to support educational programs informing teens of the true risks associated with driving. Teens were made aware that they have the highest crash rate and therefore the highest potential to be involved in a crash. Factual information was provided to teens to educate them of the risks while showing them how to make safe and responsible choices. Emphasis areas include seat belt use (educating teens that there is a 70 percent greater chance of surviving a crash if they wear a seat belt), distracted driving, impaired driving and the risks associated with speeding, etc.

Overview

Youth Operator Activities

The new Youth Operator Coordinator continued to make contact with schools throughout the Grant Cycle to provide education opportunities. Educational materials were provided to all partner schools based on the NHTSA Communications Calendar. Virtual educational materials provided during NHTSA and other important campaigns include National Teen Driver Safety Week (October), Youth Traffic Safety Month (May), National Vehicle Recall Safety Week (March), winter vehicle preparation and driving safety, and the 100 Deadliest Days period (May-September). Materials produced by both NHTSA and the Program were provided during these periods. The Coordinator continued to explore other opportunities outside of the school environment to provide education and social media outreach to reach the target audience. Examples of this, are, the expansion of virtual resources on the www.nhteendrivers.com and www.trafficsafety4nh.org websites. Also, the Youth Coordinator worked with a website designer to update the websites with new design layouts, content updates, PSA videos, throughout the grant cycle.

Simulator Style Events

The Program contracted with Matrix Entertainment’s “Save a Life Tour” (Tour) who conducted simulator events at 10 high schools in New Hampshire. Schools and focus areas were identified based on 2019 Youth Risk Behavior Survey data. The Tour uses two virtual reality simulators to mimic the effects of impaired driving and distracted driving. During the 10 scheduled events, 1,051 students using these simulators were able to see, feel, and experience the hazards associated with operating a motor vehicle (virtually) while being impaired or distracted to understand just how dangerous it is. In addition, the Tour created motivational highway safety videos for students to view while they were waiting to use the simulators. The schools that participated in the program are as follows: Keene High School (Keene NH), Sunapee Middle-High School (Sunapee,NH), Concord High School (Concord,NH), Franklin High School (Franklin,NH), Salem High School (Salem,NH), Epping High School (Epping,NH), Milford High School (Milford,NH), Windham High School (Windham,NH), Goffstown High School (Goffstown,NH), and Belmont High School (Belmont,NH). Over the course of the tour, a mobile geo mapping campaign helped to increase the engagement of the teen driving population with the NH Teen Driver website to be able to allow teens to access additional teen driver safety information. During this campaign the Teen Driver website received 4,437 views and 4,194 searches to the website.

OUTFront Media and Radio PSA

The Youth Operator Program partnered with OUTFront Media to conduct a geo mapping cell phone application Public Service Announcement campaign. The campaign utilized positive messaging such as “this is how we keep our friends safe” and “this is how we protect the ones we love,” with a photo of teens and/or parents/caregivers with a teen in a vehicle showing safe behavior such as wearing their seat belt.

The Youth Operator Coordinator also recorded a Public Service Announcement (PSA) with Bob Sherman at Great Eastern Radio on May 17. The PSA was on the radio from May 23-June 19 on two stations, WGXL and WXXK. This PSA messaged the public on the importance of safe driving. It covered a large portion of NH residents. The PSA was aired on the radio from 6:00am-11:00am and 4:00pm-7:00pm. This time allowed for the youth to hear it on their way to school and the parents/caregivers to hear it on their way home. There were 104,000 listeners of the WGXL and WXXK during the PSA run time.

Community Based Events

The Youth Operator Coordinator attended community events to convey important highway safety issues for the following:

- Old Homes Day in Charlestown, NH. The Coordinator was able to speak with parents/caregivers, teens, and community members about traffic safety topics such as impaired driving, distracted driving, seat belt usage, and so much more.
- Safe Kids 301 event at the NH Motor Speedway. The Coordinator spoke with attendees about dangerous driving practices and encourage seat belt use.
- Derry Festival in Derry NH. The Coordinator at the event drew a large crowd of varying ages. The Coordinator was able to talk with many teens, parents, grandparents about the dangers of speeding, distracted and impaired driving, as well as to encourage all ages to wear seat belts.
- Back to School event in Claremont NH. The Coordinator drew a large crowd of varying ages. The Coordinator was able to talk with many teens, siblings, community members, community resources, parents/caregivers, and grandparents about the dangers of speeding, distracted and impaired driving, as well as to encourage all ages to wear seat belts.

Partnerships

The Program continued cooperation with a number of groups this year including attending meetings to coordinate services. The following is a summary of those partnerships and some of the activities planned.

- The Coordinator conducted meetings and reported on Program activities at the Buckle Up New Hampshire/Teen Driver Program Committee. The Committee is comprised of a number of government, non-profit, and private industry traffic safety advocates. These meetings provided an opportunity for collaboration and information sharing with agencies as well as allowing the Coordinator to provide program updates, receive input, and suggestions to guide Program efforts. The Coordinator invited guest speakers to discuss traffic safety topics and upcoming programs. One such program discussed, was the Community Outreach and Betterment Grant program presented on August 18th by Paul Ruggiero from the NH Office of Highway Safety.
- The Raymond Coalition for Youth (RCFY) is a group out of Raymond, NH focused on youth safety. Throughout the year, the Coordinator attended meetings to report on traffic safety initiatives and provide resources to the group to distribute to the Raymond school district and community.
- Sullivan County Community Partners meeting is a group out of Sullivan County, NH focused on all community resources and efforts. Throughout the year, the Coordinator attended meetings to report on traffic safety initiatives, find opportunities to table at events, and provide resources to the group to distribute to the Sullivan County school district and community.
- The Derry Group is a group out of Derry, NH focused on youth safety. Throughout the year, the Coordinator attended virtual meetings to discuss collaboration in programming

and youth traffic safety information and initiatives. The Derry Group was able to assist Coordinator in getting connected with the Pinkerton High School and the Derry Festival for further outreach.

- The Coordinator presented to the NH Drivers Ed association on July 20. Coordinator presented to approximately 50 NH Drivers Ed professionals for 45 minutes. The presentation allowed Coordinator to provide the Drivers Ed professionals with current and up to date YRBS data, information, resources, and additional educational material for their courses. This included talking about the Matrix Entertainment “Save a Life” tour, the Listening Session with Pinkerton High School, etc. This connection provided continued support and allows for discussion on what the youth are wanting to learn more about while in Drivers Ed. Coordinator is able to review the strategies in order to continue strengthening the partnership between Coordinator and the Drivers Ed association.

Goals:

1. The youth operator program will continue efforts to develop and maintain peer to peer highway safety programs in 15 primary high schools in New Hampshire. Five of these schools will be schools who have not participated with the program in the past and are from remote areas of New Hampshire.

This goal was met.

A total of 16 high schools listed below participated and 6 of these high schools were new to the program and from remote areas in NH in FFY 2022.

The participating schools are as follows:

Keene High School (Keene), Sunapee Middle-High School (Sunapee), Concord High School (Concord), Franklin High School (Franklin), Salem High School (Salem), Epping High School (Epping), Milford High School (Milford), Windham High School (Windham), Goffstown High School (Goffstown), and Belmont High School (Belmont).

The 6 new schools added for 2022 are as follows: Raymond High School (Raymond, NH), Pinkerton High School (Derry, NH), Woodsville High School (Woodsville, NH), Steven’s High School (Claremont, NH), Kearsage Regional High School (Sutton, NH), Exeter High School (Exeter, NH).

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

This goal was met.

Resources were updated on the website throughout the grant cycle.

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

This goal was met.

During the Matrix “Save a Life Tour” 10 scheduled events, 1,051 students using simulators were able to see, feel, and experience the hazards associated with operating a motor vehicle (virtually) while being impaired or distracted to understand just how dangerous this behavior is.

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

This goal was not met.

It is difficult to measure this activity because there is no way to know if any of the students who participated in the program have changed their behavior (i.e. to wear seat belts and to not drive distracted) while driving. Therefore, there is no way to draw a conclusion that any change in behavior through these observational assessments is the direct effect of the YOP, making assessments an invalid form of data collection for program evaluation.

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

This goal was partially met.

A mobile geo mapping campaign followed the Matrix Entertainment "Save a Life" tour in April increasing the engagement of teens visiting the NH Teen Driver website for further tools regarding teen driver safety.

Recorded a Public Service Announcement (PSA) with Bob Sherman at Great Eastern Radio on May 17. The PSA was on the radio from May 23-June 19 on two stations, WGXL and WXXX. This PSA encouraged the public to drive safe and raised awareness of unsafe driving behavior and the importance of driving safely.

Unfortunately, a media contest was not conducted.

Funding Source: 402 Funds Obligated: \$170,413.16 Funds Expended: \$138,335.35

*MATRIX ENTERTAINMENT EXPENDED \$35,000.00 OF THE YOUTH OPERATOR \$170,413.16

PARENT/TEEN SAFE DRIVING MODELING AND EDUCATION

COMMUNITY ALLIANCE FOR TEEN SAFETY (CATS)

22-08-05

Planned Activity Description

Funds will be provided to the Community Alliance for Teen Safety (CATS) and Matrix Entertainment to provide information and education to youth and families related to distracted driving and safe driving habits in an effort to save lives. The project shall educate and strengthen families through encouraging more positive communication between youth and parents, and to advocate for parent-teen driving contracts, while emphasizing the importance of a parent's role in modeling safe driving habits for their children. 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 the use of social media, radio, and educational Power Point presentations, that will be used in High schools and/or driver education classes in FFY 2022. There will be an evaluation component to measure.

In FFY 2022, funds were provided to the Community Alliance for Teen Safety (CATS) to provide information and education to youth related to distracted driving and safe driving habits in an effort to save lives. The project educated and strengthened families through encouraging more positive communication between youth and parents and advocated for parent-teen driving contracts while emphasizing the importance of a parent's role in modeling safe driving habits for their children. Funds for this project provided distracted driving teen driver outreach and education services using

printed materials (posters, flyers, and campaign materials), and media production (PSA's developed by students).

OVERALL GOAL: To promote safe habits for all youth by increasing awareness of high-risk behaviors, encouraging healthy choices, and fostering community alliance. This project provides a platform for youth to be the voices that can help raise awareness and reduce injuries and fatalities related to unsafe driving habits.

ACHIEVEMENTS:

- At the annual Derryfest event, CATS distributed at its booth, highway safety material developed by the program.
- CATS created a series of 6 print ads created with teen driving safety as the focus distributed through the Derry News. The topics were: 1). Clear the Snow Before You Go, 2). 100 Deadliest Days for Teens — What Parents Can Do, 3). 100 Deadliest Days for Teens — Say NO to Distractions, 4). 100 Deadliest Days for Teens — Always Buckle Up, 5). Youth drivers-speeding, 6). Eight Danger Zones.

Note: The 6 print ads in the Derry News reached 26,654 homes in Derry, Londonderry, Windham, Chester, and Auburn.

- Created a highway safety Pod Cast Club for students interested in being advocates for changing behavior with teens to promote safe driving (this involved not only students but their parents as well helping to encourage parents to adopt safe driving practices).
- Created a video entitled "**Safe Driving: The New Buzz**". This is a short 6-8 minute video featuring 3 stories: one about driving without a seatbelt, one about distracted driving (texting while driving) and one about drinking and driving.
- Created parent teen contracts available on the CATS web site.

Funding Source: 402 Funds Obligated: \$5,940.00 Funds Expended: \$5,940.00

TRAFFIC RECORDS

In FFY 2022, the traffic records program planned activities have made some very positive improvements that have been instrumental in providing the state with more timely and complete highway safety data that can be used in many important ways.

Currently, there are now 118 New Hampshire law enforcement agencies submitting crash reports electronically to the DMV VISION System leaving 71 New Hampshire law enforcement agencies that are not. The OHS has easily achieved and exceeded the target of 102 agencies submitting crash reports in the FFY 2022 Highway Safety plan by more than 16 agencies. With more agencies submitting crash reports electronically to the DMV VISION system, fewer crash reports will need to be manually entered by DMV staff reducing the overall backlog of crash reports resulting in more timely, accurate data.

The OHS has also helped in making the reporting process more efficient, more timely, and more complete by providing funding to law enforcement to purchase E-Crash equipment (i.e. mobile data terminals, printers, scanners, and receivers) that will allow for citations and crash reports to be submitted electronically into the VISION system by law enforcement. In FFY 2022, the OHS provided funding to sixteen (16) law enforcement agencies to purchase printers, scanners, receivers, and MDT's.

In FFY 2023 and 2024, the OHS will continue to work towards our goal to implement a crash data dashboard to be used by the OHS to analyze and query important, accurate, timely data, to identify trending highway safety concerns to deploy countermeasures to reduce crashes and the resulting deaths and injuries on NH roads. Currently, the Division of Motor Vehicles has given the their support for the OHS to move forward with the crash data dashboard project which is now in the beginning stages with a request for proposal document being constructed that will be posted on the state website to solicit proposals from vendors interested in building the OHS crash data dashboard.

TRAFFIC RECORDS CONSULTANT

LEXIS NEXIS

22-03-03

Planned Activity Description

This task shall continue to allow funds to be used by the New Hampshire Office of Highway Safety to hire a consultant to provide support and assistance for the continued development of the State of New Hampshire Traffic Records program. This consultant shall be responsible for arranging and providing direction, support, and assistance for up to three (3) Traffic Records Coordination Committee (TRCC) meetings for each Federal Fiscal year. This consultant shall also be responsible for preparing and distributing TRCC meetings notices, agendas, and minutes to TRCC/TREC members. Responsibilities of the consultant shall also include providing required traffic records information/data to NHTSA/NH OHS to update the Traffic Records Strategic Plan, the annual progress report, coordinate and conduct the traffic records assessment and assessment workshops to address recommendations, and develop performance measures. This consultant shall also provide budgets for those projects selected for consideration for 405c/402 funding and support the administration and activities of the TRCC and its subcommittees. This involves providing expert opinion on traffic records related subjects and ensuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state's plan for Traffic Records Improvement.

In FFY 2022, funds were provided to Lexis Nexis to support Traffic Records Consulting services. These services also provided for the administration of the Traffic Records Coordinating Committee (including the Executive Committee) which is comprised of state agency department heads, and professional and technical staff from various departments including data collectors, data systems managers, and data users with expertise with data systems (crash, roadway, vehicle, drivers, enforcement, and adjudication). The Traffic Records Coordinating Committee makes recommendations for improving the timeliness, quality, completeness, consistency, integration, and accessibility of data used to support highway safety analysis in the State. In 2022, as in past years, this Traffic Records Consultant provided valuable traffic records information to the Office of Highway Safety to develop the highway safety plan and annual report that is submitted to the National Highway Traffic Safety Administration. This consultant also provided coordination for and conducted the NHTSA required three (3) TRCC meetings in 2022. Also, assisted with the development of the traffic records strategic plan, helped the state address the NH Traffic Records Assessment Recommendations, as well as prepared and distributed TRCC meeting notices, agendas, and minutes to all TRCC/TREC members.

Funding Source: 405d Flexed Funds Obligated: \$65,000.00 Funds Expended: \$55,000.00

CRASH DATA

VEHICLE CRASH DATA UPDATE

22-03-05

Planned Activity Description

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

Goal:

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

This goal has been met. Funds supported two part-time positions to enter manual crash report information into the DMV VISION system. As of October 2022, there were no crash reports backlogged. All reports were received within the last 30 days meeting the goal to process all received reports within 30 days. By having dedicated part time positions during business hours, this has aided in decreasing the number of reports to be entered (backlogged):

October 2021 = 453 VS October 2022 = 0

Funding Source: 405c Funds Obligated: \$47,835.85 Funds Expended: \$33,868.56

LOCAL LAW ENFORCEMENT

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

22-03-06

Planned Activity Description

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

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

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as, support the purchase of equipment, training and travel (hotel, meals, vehicle rental, etc.) for the Crash Analysis Reporting (CAR) teams in State Police and local LE agencies (i.e. Manchester P.D. and Concord P.D., etc.).

For FFY2022, funding was provided to local law enforcement to purchase e-Crash (mobile data terminals, printers, scanners, GPS, etc.) and C.A.R equipment/training. In total, 16 police departments purchased E-Crash/MDT equipment and 2 police departments (Concord and Manchester) purchased C.A.R equipment and expended funds to receive C.A.R training for officers.

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

2022 E-CRASH (E-TICKET/CRASH UPGRADE)/C.A.R EQUIPMENT			
Grantee	E= E crash M=MDT C.A.R	Obligated	Spent
BARTLETT	M	\$ 2,566.00	\$ 2,566.00
BELMONT	M	\$ 2,000.00	\$ 2,000.00
BELMONT	E	\$ 1,091.00	\$ 1,091.00
BERLIN	M	\$ 9,750.00	\$ 9,750.00
BERLIN	E	\$ 3,920.00	\$ 3,920.00
CANTERBURY	E	\$ 2,364.97	\$ 2,364.97
CONWAY	M	\$ 3,000.00	\$ 3,000.00
EXETER	E	\$ 4,170.00	\$ 4,170.00
GILFORD	E	\$ 3,561.00	\$ 3,561.00
GILFORD	M	\$ 6,000.00	\$ 6,000.00
HAMPTON	M	\$ 7,465.68	\$ 7,465.68
HAMPTON	E	\$ 6,613.24	\$ 6,613.24
HAVERHILL	M	\$ 7,998.00	\$ -
HAVERHILL	E	\$ 5,422.64	\$ 4,007.64
MANCHESTER	C.A.R. EQ	\$ 51,951.57	\$ 51,372.63
MERRIMACK	M	\$ 1,500.00	\$ 1,500.00
MERRIMACK	E	\$ 10,215.33	\$ 10,215.33
NEWFIELDS	E	\$ 1,680.00	\$ 1,680.00
NEWINGTON	M	\$ 2,000.00	\$ 2,000.00
NEWINGTON	E	\$ 3,817.70	\$ 3,817.70
NOTTINGHAM	E	\$ 3,506.50	\$ 3,506.50
RAYMOND	E	\$ 1,285.55	\$ 1,285.55
SPRINGFIELD	E	\$ 2,007.32	\$ 2,007.32
DOVER	E	\$ 13,526.23	\$ 12,976.23
CONCORD	C.A.R. EQ	\$ 26,625.54	\$ 26,625.54
Total		\$ 184,038.27	\$ 173,496.33

Funding Source: 402 Funds Obligated: \$184,038.27 Funds Expended: \$173,496.33

NEW HAMPSHIRE STATE POLICE

J-ONE VPN INSTALLATION ASSISTANCE FUNDS

22-03-06

Planned Activity Description

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

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

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as, support the purchase of equipment, training and travel (hotel, meals, vehicle rental, etc.) for the Crash Analysis Reporting (CAR) teams in State Police and local LE agencies (i.e. Manchester P.D. and Concord P.D., etc.).

For FFY2022, the J-ONE program sought funding for the reimbursement of time utilized in support of this program. It was determined that additional work hours were required to streamline and increase the capabilities of our partners to begin reporting crash and related data electronically. The ability to communicate this data electronically in a standardized format will result in significant efficiencies in accuracy and availability of data in a more timely fashion for analysis purposes (i.e. through a crash data dashboard, etc.). This analysis capability will enable the law enforcement agencies of the State to make informed decisions on staffing and deployment of resources, which will enhance highway safety in the State of New Hampshire. In FFY 2022, VPN installs have been made to 126 agencies allowing for direct VPN to the state. 55 agencies access the states VPN via another agency bringing the overall total to 181 agencies. Currently, there are 118 law enforcement agencies submitting crash reports electronically to the DMV.

Funding Source: 405c Funds Obligated: \$176,000.00 Funds Expended: \$169,900.00

NEW HAMPSHIRE STATE POLICE

COLLISION ANALYSIS & RECONSTRUCTION (CAR) TRAINING

22-03-06

Planned Activity Description

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

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

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

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

This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as, support the purchase of equipment, training and travel (hotel, meals, vehicle rental, etc.) for the Crash Analysis Reporting (CAR) teams in State Police and local LE agencies (i.e. Manchester P.D. and Concord P.D., etc.).

In FFY 2022, funding was provided to New Hampshire State Police C.A.R unit to purchasing C.A.R equipment and expend funds to receive C.A.R training for New Hampshire Troopers.

This goal was met.

BERLA training for the NH NHSP CAR Unit was completed. On June 2022, four members of the NHSP CAR Unit attended BERLA training in Annapolis, MD. Those four members successfully obtained BERLA Certified Vehicle Systems Forensic Examiner Certifications and BERLA Certified Systems Forensic Technician certifications. The certifications are good for two years and will require continuing education credits which can be taken directly through BERLA free of charge.

A BERLA Kit was also acquired by the NHSP CAR Unit with a one year license.

The four members of the NHSP CAR Unit who attended the BERLA training have been able to expand their investigative capabilities with the knowledge learned during the training. They have also gained certifications which give them credibility in court. The skills can be utilized in combination with existing tools such as Event Data Recorders to corroborate information. They can also utilize this information to tie into various aspects of investigations that may involve distracted driving such as cell Phone records or mobile phone extractions.

Members of the CAR Unit who obtained the BERLA certifications have been able to successfully utilize this skill set in active investigations. They have also been able to share their knowledge with other officers from agencies that do not have access to BERLA.

Funding Source: 405c Funds Obligated: \$34,627.29 Funds Expended: \$30,884.36

FATALITY ANALYSIS REPORTING SYSTEM (FARS), NH DMV

22-03-07

Planned Activity Description

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

In FFY 2022, funds were used in conjunction with other NHTSA funds awarded to the Department of Safety, to continue to support the salary and benefits of a full-time data entry person in the NH Division of Motor Vehicles to maintain the state's FARS program. This full time FARS data person continues to play an important role in providing us with accurate data used to develop the Annual Report and the Highway Safety Plan that is submitted to the National Highway Traffic Safety Administration. The FARS coordinator to date (November 28, 2022) has processed 124 fatal crashes and provided a year-end fatality report for calendar year 2021 and will continue to work on the 2022 calendar year fatality report that will be utilized by state agencies in preparation of the FFY 2024 HSP and HSIP. Additionally, the FARS coordinator participated in all of the scheduled TRCC, Traffic Safety Commission, and Motorcycle Taskforce meetings providing valuable fatality related data to key decision makers.

Funding Source: 405c Funds Obligated: \$60,125.93 Funds Expended: \$40,477.65

Data Analysis

22-03-08

Planned Activity Description

Funds shall be provided to the Department of Safety for a Data Analyst who will retrieve, collect, and analyze traffic records data to produce spreadsheets and graphics for management/program decision making. Specifically, data collected from crash or enforcement efforts will include speed, impairment, and other motor vehicle violations. Data will be entered into a core database for statistical analysis to determine locations in the State that may have significant highway safety related issues or concerns. These areas can then be targeted to provide enforcement or media messaging efforts to address the particular issues. This will help support the Office of Highway Safety by also providing performance indicators to better determine support of highway safety projects and to more effectively and efficiently share and disseminate this important traffic records data with other highway safety partners to help meet our shared highway safety goals. This will ultimately help to reduce traffic crashes, save lives, and reduce the potential for injury. For FFY 2022, the data analyst will continue to produce an annual report on serious bodily injury crashes similar to that which is already prepared for fatalities. This report will become a principal tool to better understand problem areas that need resources deployed to reduce overall crashes and the resulting fatalities and injuries.

In FFY 2022, funds were provided to the Department of Safety but not used. However, state funds were used to support the Data Analyst to retrieve, enter, and produce spreadsheets and graphics for management/program decision making. Data was collected by the data analyst to prepare the following in FFY 2022:

1. NHTSA annual report - data input – to complete - prior to deadline
2. OHS plan - data submitted by May 10th - prior to deadline
3. Scorecard data for 2023 analysis used to prepare OHS applications - data submitted Sept 30 and ongoing as needed
4. DOS required data needs - Asst. Commissioners office – top locations/drill down for Impairment and Speed to conduct enforcement initiatives, was completed timely per request.
5. OHS Traffic Safety Commission and TRCC Partners meeting - data presented prior to meeting needs
6. OHS Motorcycle Taskforce - data supplied and presented as requested prior to meeting needs
7. OHS/DOT - Statewide safety plan, data submitted and consult given for roadway user group
8. General data requests such as ped/bike initiatives, distraction, impairment, etc.; data supplied per timeline dictates.
9. Data requests from the fields (approved by Captain Vetter) to include 91-A requests, all done within the timeframe dictates.

Additionally, in FFY2022, the data analyst is tasked with preparing a calendar year summary of all SBI crashes similar to the annual FARS report. This data will be utilized to identify high crash corridors and assisted in the recruitment of highway safety partners that could successfully implement identified countermeasures and planned activities within the FFY 2024 HSP. The data analyst also provided data that measured performance of highway safety projects to determine future support of highway safety projects to meet highway safety goals.

Funding Source: 402

Funds Obligated: \$17,100.00

Funds Expended: None

PLANNING AND ADMINISTRATION

In FFY 2022, funds were provided and expended to create, implement, monitor, and evaluate projects associated with the FFY 2022 HSP and production of the 2022 Annual Report. Funds will be used for salaries, travel, office space, and other overhead costs, equipment, and materials. Funds shall also be provided under this task to support a State Police Captain position to manage the Safety Planning and Administration Section of the Office of Highway Safety, including supervising staff, directing work activities, setting priorities, reviewing staff assignments, conducting periodic staff evaluations, etc. This individual shall be responsible for oversight of the Federal planning function within the division, including development of the State's annual Highway Safety Plan (HSP) and coordination with the State Strategic Highway Safety Plan both required by Federal mandate. In addition, responsibility for the coordination of the State Highway Safety Office (SHSO) duties for the Governor's Traffic Safety Commission rests with this position. This individual shall also provide oversight of Traffic Records, Senior Mobility, Corporate Outreach, School Bus, Special Projects, Roadway Safety programs, and the evaluation <https://www.msn.com/en-us/feed> and analysis of State traffic safety programs.

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

In FFY 2022, the OHS Field Representative and Law Enforcement Liaison positions processed applications, contracts, reimbursements, and risk assessments for approximately 89 local, county, state, organizational and institutional grants in support of programs funded by the National Highway Traffic Safety Administration (NHTSA), which promote and enhance highway safety efforts within the State of New Hampshire.

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

The OHS is working towards obtaining a crash data dashboard. Currently, a request for proposal (RFP), is being worked on to allow potential vendors to submit their proposals to build this crash data dashboard. We are also exploring the possibility of using a portal to allow police departments to electronically submit traffic enforcement activity (HS-200's, etc.) that occurs during grant-funded patrols to enhance data collection and accuracy. Additionally, we continued to refine our data driven allocation process and developed a comprehensive formula based on key data points to distribute grant funds to law enforcement partners to focus on crash fatality/serious injury hotspots.

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

Our field-monitoring program continues to ensure that all subrecipients are providing accurate documents to the OHS and are complying with all NHTSA requirements. Approximately 50 monitoring visits of highway safety partners were conducted. There were no compliance issues or concerns discovered during these monitoring visits. In fact, this monitoring generated positive feedback from our partners who felt it helped them improve their own internal process.

Funding Source: 402 Funds Obligated: \$630,910.00 Funds Expended: \$296,526.82

PROGRAM MANAGEMENT & ADMINISTRATION

PERFORMANCE TARGETS

Targets:

- 1. Submitting the Highway Safety Plan including the Section 402 and Section 405 applications to NHTSA by July 1, 2022.**

Target Achieved.

- 2. Submitting the Annual Report to NHTSA by December 31, 2022.**

Target Achieved.

- 3. Developing, managing, monitoring, and evaluating grants described in the FFY 2022 Highway Safety Plan.**

Target Achieved/In Progress



State of New Hampshire Department of Safety
 Robert L. Quinn, Commissioner
 Richard C. Bailey, Jr., Assistant Commissioner
 Eddie Edwards, Assistant Commissioner



Office of Highway Safety
 John A. Clegg, Program Manager

FFY22 HSP Amendment -1

DATE: 9/28/21

Projects: *Pedestrian/Bicycle Safety 22-06 task 4* FUNDING SOURCE SECTION: 405h

AMOUNT: \$ 0

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to amend the FFY2022 Highway Safety Plan to change funding source of 22-06-04 to allocate \$25,700 to 405h and \$25,300 to 402 funds. This funding change is due to the final year of 2018 405h award. We will submit promise project that will support the above amounts.

OHS -Accountant: Linda Epstein
 Linda Epstein

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

REGIONAL ADMINISTRATOR APPROVAL:

ARTHUR
 WILLIAM
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 Date: 2021.09.28 16:00:54
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DATE APPROVED:



State of New Hampshire Department of Safety

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



Office of Highway Safety
Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager

FFY22 HSP Amendment -2

DATE: 9/29/21

Projects: 22-03-03 Traffic Records Consultant
22-04-12 Corridor Enforcement

Description of Change:

The NH OHS would like to move the above project-funding source from 402 to Flex 405d, in order to balance out the share to local benefit. In addition, we have created a new enforcement initiative (project 22-02-12) that would allow local law enforcement agencies to conduct joint enforcement efforts or saturation patrols on high crash Corridors traversing the State of New Hampshire to reduce crashes and the resulting deaths and or serious injuries that are occurring. We would like to allocate \$65,000 to this initiative.

OHS Accountant:

Rinda Epstein

Rinda Epstein

OHS Program Manager:

John A. Clegg

John A. Clegg

REGIONAL ADMINISTRATOR APPROVAL:

**ARTHUR
WILLIAM
KINSMAN**

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ARTHUR WILLIAM
KINSMAN
Date: 2021.09.30 13:46:21
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DATE APPROVED:

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Mailing Address: 33 Hazen Drive, Concord NH 03305
603-271-2131, 1-800-852-3752
State of New Hampshire TDD Access: Relay 1-800-735-2964



State of New Hampshire Department of Safety
 Robert L. Quinn, Commissioner
 Richard C. Bailey, Jr., Assistant Commissioner
 Eddie Edwards, Assistant Commissioner



Office of Highway Safety
 Captain Christopher W. Vetter, Commander
 John A. Clegg, Program Manager

FFY22 HSP Amendment -3

DATE: 10/6/21

Projects: 22-07-07 DRE Training
 22-07-08 Prosecutor/Paralegal
 22-07-10 Ignition Interlock
 Ignition Interlock Prosecution

Description of Change:

The NH OHS would like amend the FY22 HSP as follows:

Unique Identifier	Planned Activity	Funding Source	From	To
22-07-07	DRE Coordinator/Training	405d Impaired Driving Low	\$109,000 NH Liquor Comm.	\$154,000 OHS
22-07-08	ID Prosecutors/Paralegal	405d Impaired Driving Low	\$422,000	\$424,980
22-07-10	ID Interlock Ignition	405d Impaired Driving Low	\$57,000	\$0.00
22-07-10	ID Interlock ignition Prosecutor	405 Impaired Driving Low	\$45,000	\$45,311

Also, we would like to correct the table on page 197 which is a summary

Unique Identifier	Planned Activity	Funding Source	Eligible Use of Funds	Source	Estimated	Match	Local Benefit
22-01-02 to 22-08-02	NH OHS Staff	Fast Act NHTSA 402	Program Mgmt	2022	\$650,910	\$162,727.50	

OHS Accountant:

Linda Epstein
 Linda Epstein

OHS Program Manager:

John A. Clegg
 John A. Clegg

REGIONAL ADMINISTRATOR APPROVAL:

DATE APPROVED:

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 ARTHUR WILLIAM
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 Date: 2021.10.06 13:46:22
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 603-271-2131, 1-800-852-3792
 State of New Hampshire TDD Access: Relay 1-800-735-2964



State of New Hampshire Department of Safety

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



Office of Highway Safety
Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager

FFY22 HSP Amendment -4

DATE: 10/26/21

Projects: 22-03-06 E-Ticket/Crash Upgrade and J-One Installation Assistance/Car Unit

Description of Change: Zero \$ change

The NH OHS would like amend the FY22 HSP as follows:

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

OHS Accountant:

Junda Epstein
Junda Epstein

10/26/21

OHS Program Manager:

John A. Clegg
John A. Clegg

10/26/21

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Date: 2021.11.02 09:05:41
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REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED:

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



State of New Hampshire Department of Safety

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



Office of Highway Safety
John A. Clegg, Program Manager

FFY22 HSP Amendment -5

DATE: 1/24/2022

Projects: *Pedestrian/Bicycle Safety 22-06 task 4* FUNDING SOURCE SECTION: 405h

AMOUNT: \$ 0

DESCRIPTION OF CHANGE:

The NHOHS would like to request approval from NHTSA to amend the FFY2022 Highway Safety Plan to change funding source of 22-06-04 from 405h to 402 for \$25,700. This funding change is due to the final year of 2018 405h award. We have submitted promise projects but the level of funding that we carried forward in 405h was lower than anticipated. We will use unanticipated carry forward from 402 to fund these projects. This will make 22-06-04 402 funds total \$51,000. Please see amendment 1 for additional information.

OHS - Accountant: Linda M. Epstein

Linda Epstein

OHS -Program Manager: JOHN A CLEGG

John A. Clegg

REGIONAL ADMINISTRATOR APPROVAL
DATE APPROVED:

Arthur William Kinsman
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KINSMAN

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WILLIAM KINSMAN
Date: 2022.01.31 17:51:43
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State of New Hampshire Department of Safety

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

Office of Highway Safety

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



Date: March 16, 2022

Re: Amendment 6

Office of Highway Safety would like to amend the FY22 Highway Safety Plan as follows:

PSP task	Funding	Increase/ Change to	Decrease/ Change From
22-01-01	Fast ACT 402		\$ (151,793.25)
	Bil	\$ 424,810.29	
Note: Please increase PA due to carryforward and 15% of FY22 award. This will make PA total \$744,267.04			
22-01-03	Paid Media 405b Fast Act		\$ (79,530.15)
	405b Bil	\$ 79,530.15	
Change Funding source from Fast Act to FY22 Bil/Sup			
22-02-04	Speed Enforcement/Equipment- Locals	Fast Act 402 and Bil/Sup	\$ 750,340.00
This increase of \$500,000 to allow local law enforcement agencies to purchase lidar or speed trailers or movable signs. If equipment is over \$5,000 OHS will seek approval of equipment before moving forward.			
22-03-06	Car Unit Equipment - Locals	Fast Act 402 and Bil/Sup	\$ 150,000.00
This is an increase in the project to cover Local Car Equipment			
22-07-03	Paid Media	405d Fast Act	\$ (150,000.00)
		405d Bil	\$ 150,000.00
Change Funding source from Fast Act to FY22 Bil/Sup			
22-02-04	SP Enforcement/Equip	Flex 405d Fast Act	\$ (185,000.00)
		Flex 405d Bil	\$ 300,000.00
Change Funding source from Fast Act to FY22 Bil/Sup and increase the project to include the purchase of Lidar equipment to combat the speeding problem in NH			
22-02-11	SP OSC	Flex 405d Fast Act	\$ (55,000.00)
		Flex 405d Bil	\$ 55,000.00
Change Funding source from Fast Act to FY22 Bil/Sup			



State of New Hampshire Department of Safety

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

Office of Highway Safety

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



Re: Amendment 6
Page 2

Office of Highway Safety would like to amend the FY22 Highway Safety Plan as follows:

Table with columns for date, project name, funding source, amount, and total. Rows include items like 'Utexit Udrive Upay', 'SP Distracted Driving Enfor', 'SP DWI Enforcement', 'SP Driver Sober Get Pulled', 'Ignition Interlock Prosec', 'DRE Training', 'TSRP', and 'Bike - Pedestrian'.

OHS Accountant:

Handwritten signature of Linda Epstein
Linda Epstein

OHS Program Manager:

Handwritten signature of John A. Clegg
John A. Clegg

OHS Commander:

Handwritten signature of Christopher W. Vetter
Christopher W. Vetter
ARTHUR WILLIAM
KINSMAN
Date: 2022-01-20 10:52 AM

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED



State of New Hampshire Department of Safety

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

Office of Highway Safety
Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



Date: April 5, 2022

Re: Amendment 7

Office of Highway Safety would like to amend the FY22 Highway Safety Plan as follows:

PSP task	Funding	Increase/ Change to	Decrease/ Change From
22-07-02 OHS Staffing	402 Fast Act		\$ (167,000.00)
	405d Fast Act / Sup/ Bil	\$ 167,000.00	
This is a change to the funding source to balance out share to requirement			
22-03-06 TR E-Crash / EMDT - Local	Fast Act 405c		\$ (113,725.00)
	Fast Act 402	\$ 113,725.00	
This is a change to funding source to balance out share to local requirement			

OHS Accountant:

Linda Epstein
Linda Epstein

4/5/22

OHS Program Manager:

John A. Clegg
John A. Clegg

4/6/22

OHS Commander:

Christopher W. Vetter
Christopher W. Vetter

4/6/22

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED

ARTHUR WILLIAM KINSMAN
ARTHUR WILLIAM KINSMAN

Digitally signed by ARTHUR WILLIAM KINSMAN
Date: 2022.04.07 08:08:36 -0400

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
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State of New Hampshire Department of Safety

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

Office of Highway Safety

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



Date: April 26, 2022

Re: Amendment 8

Office of Highway Safety would like to amend the FY22 Highway Safety Plan as follows:

Table with 3 columns: PSP task, Title, Cost For Travel. Row 1: 22-03-06, Car Unit Equipment - Locals (Manchester and Concord P.D.), \$5,000.00. Below table: This project also provides grant funds to assist local law enforcement agencies in purchasing Mobile Data Terminals, printers, scanners, and GPS devices and mounts to facilitate electronic data collection of crash and citation data, as well as support the purchase of equipment, training and travel (hotel, meals, vehicle rental, etc.) for the Crash Analysis Reporting (CAR) teams in State Police and local LE agencies (i.e. Manchester P.D. and Concord P.D., etc.). This is a no cost amendment.

OHS Accountant:

Linda Epstein signature and name

OHS Program Manager:

John A. Clegg signature and name

OHS Commander:

Christopher W. Vetter signature and name

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED

Fisher, Stephen

From: Oakley, Charlene (NHTSA) <Charlene.Oakley@dot.gov>
Sent: Thursday, April 28, 2022 12:17 PM
To: Clegg, John
Cc: Gilbert, James; Epstein, Linda; Sterling, Erin (NHTSA)
Subject: Equipment Letters- approved

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Good Afternoon!

Art has approved both of your equipment approval requests (Manchester C.A.R. and the trailers for Belmont and Hampton). He approved them via an email. Would you prefer to document his approval via the email or letters for each request?

As an FYI, I am off until May 3rd. If you have any questions or concerns, please let me know. I would be happy to set up a call once I return next week.

Thanks!
Charlene



Charlene F. Oakley
Regional Program Manager
US DOT NHTSA REGION 1
55 Broadway, RTV-8E
Cambridge, MA 02142
617-494-1781 Office
617-999-4263 Cell
617-494-3646 Fax
Charlene.Oakley@dot.gov



State of New Hampshire Department of Safety

Robert L. Quinn, Commissioner
Richard C. Bailey, Jr., Assistant Commissioner
Eddie Edwards, Assistant Commissioner
Office of Highway Safety
Captain Christopher W. Vetter, Commander
John A. Clegg, Program Manager



Date: June 1, 2022

Re: Amendment 9

Project: NHSP Speed Enforcement (PSP & Task - 22-02-04)

Funding Source: FAST Act - Flex 405d - FAIN Number: 69A3752130000405dNHL
Bill & Supplemental Bill - Flex 405d Fain Numbers: 69A3752230000405dNHL,
69A37522305UP405dNHL - Assistance Listing: 20.616

Amount: Increase \$35,000.00

Office of Highway Safety would like to amend the FY22 Highway Safety Plan as follows:

405d Flex					
PSP	Task	Project	From	To	Increase
22-02	04	NHSP Speed Enforcement	\$300,000.00 (\$185,000.00 Original Amount + \$115,000.00 LUDAR - Amendment 6)	\$335,000.00	\$35,000.00

This amendment provides additional funding for the New Hampshire State Police to increase speed enforcement efforts during the summer months, particularly targeting the Troop D area, as well as SEU ground efforts in Troop B - Hillsborough County high crash corridors and additional aviation enforcement patrols. This will help to minimize the potential of speed related crashes and the resulting injuries and fatalities on the roadways in the State of New Hampshire.

OHS Accountant:

Julia Wayland

OHS Program Manager:

John A. Clegg

OHS Commander:

Christopher W. Vetter

ARTHUR WILLIAM
KINSMAN

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WILLIAM KINSMAN
Date: 2022.06.02 09:05:41 -0400

REGIONAL ADMINISTRATOR APPROVAL:
DATE APPROVED

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603-271-2131, 1-800-852-3792
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Fisher, Stephen

From: Oakley, Charlene (NHTSA) <Charlene.Oakley@dot.gov>
Sent: Wednesday, July 27, 2022 12:14 PM
To: Clegg, John
Cc: Wayland, Julia; Landi, Jeffrey; Vetter, Christopher
Subject: RE: FFY 2022 CPS No Cost amendment 10-approved

EXTERNAL: Do not open attachments or click on links unless you recognize and trust the sender.

Good Afternoon,

Art has approved your Amendment 10. Please use this email for your records.

Thanks!
Charlene



Charlene F. Oakley
Regional Program Manager
US DOT NHTSA REGION 1
55 Broadway, RTV-8E
Cambridge, MA 02142
617-494-1781 Office
617-999-4263 Cell
617-494-3646 Fax
Charlene.Oakley@dot.gov

From: Clegg, John <John.A.Clegg@DOS.NH.GOV>
Sent: Tuesday, July 26, 2022 4:34 PM
To: Oakley, Charlene (NHTSA) <Charlene.Oakley@dot.gov>
Cc: Clegg, John <John.A.Clegg@DOS.NH.GOV>; Wayland, Julia <Julia.M.Wayland@DOS.NH.GOV>; Landi, Jeffrey <Jeffrey.A.Landi@DOS.NH.GOV>; Vetter, Christopher <Christopher.W.Vetter@DOS.NH.GOV>
Subject: FFY 2022 CPS No Cost amendment

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Hi Charlene,

Please consider this email for your approval to allow the OHS to amend (no cost) the 2022 HSP CPS program project (22-01-08) to split fund the \$161,000.00 allocated amount to support this project by having \$70,469.85 be used from FAST ACT and \$90,530.15 be used from BIL. Thank you for your consideration in this matter.

Best Regards,
John



#GetHomeSafely
#CrashNotAccident

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Highway Safety Media Toolbox: <https://www.trafficsafetymarketing.gov/>

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